

PUBLIC WORKS AND ECONOMIC DEVELOPMENT COMMITTEE
MEETING MINUTES
MONDAY, April 10, 2017

The Public Works and Economic Development Committee met Monday, April 10, 2017 at 6:45 PM in the Council Chambers at the Knisely Centre. The purpose of the meeting was to discuss proposed Resolution 22-2017 and proposed Resolution 23-2017

In attendance were Public Works and Economic Development Committee persons:

*Committee Chairperson: Mr. Dean Holland
Committee Member John Zucal and Alternate Kelly Ricklic
Excused Absence: Member Cheryl Ramos*

Guests were:

*Mayor Joel Day,
Law Director Marvin Fete,
Service Director Ron McAbier,
Safety Director Greg Popham
Auditor Beth Gundy
President of Council Sam Hitchcock
Council Clerk Julie Courtright
Councilperson Mrs. Aimee May
Councilperson Mr. Darrin Lautenschleger*

Public Works and Economic Development Committee Chairperson, Dean Holland called the meeting to order at 6:45 PM.

Mr. Holland thanked everyone for being in attendance yielded the floor to Service Director Ron McAbier.

Mr. McAbier introduced Erin Begue and Nathan Quicksall with W.E. Quicksall and Associates for a presentation on the Ohio Department of Transportation's Transportation Alternative Program.

Nathan Quicksall made the following statement:

The City is looking to go after T.A.P. funds through ODOT. The project itself consists primarily of sidewalk along Lakeview Ave from Wabash to Park Lane. Along Wabash, possibly where the lagoon is there would be angled parking for vehicles travelling from North Broadway to 2nd Street. That's primarily the extent of the project. There will be some curbs and gutters also installed along Lakeview Avenue in locations where there currently is not a curb. That will assist with the drainage behind the curb and gutter. Due to the installation of the curb and gutter there will also be catch basins installed to capture any rainwater that runs off that currently would just dissipate off the side of the road. The program is called the TAP funds. It's for Transportation Alternatives, which means basically anything other than vehicles. So this would fall under the category of pedestrian traffic which is what they're looking to improve on in this community. Typically the TAP Program itself funds 80 percent of eligible construction costs for the foreseeable future and they're actually adding an additional 15 percent so that 95 percent of construction costs are paid for using the TAP funds. That does not include design engineering but it does include construction engineering.

Mr. Ricklic had the following question:

The angled parking, is there enough space that when a car backs up that it will not be in the roadway on Wabash? My concern is the safety in that area there.

Mr. Quicksall had the following response:

That was an issue that the City has brought to our attention and we completely agree with that assessment. What we did was widen it to 30 feet which would give a 45 degree angled parking area 8 feet between the edge of the pavement where Wabash ends and the parking stalls actually begin. So, with the angled parking it will be simpler to back up within that 8 foot area and continue eastbound.

Mr. Zucal made the following statement:

My concern is not necessarily the ease of access to Wabash or the safety from just backing out. My concern is that the speed limit is 25 miles per hour and I've seen a lot of cars going a lot faster than that. So you're backing out, it looks good. Next thing you know somebody is right on your backside because they're coming down that hill pretty quickly. That's my concern about the whole idea of having the parking there.

Mr. Quicksall had the following response:

I understand your concern completely and there are ways to try to mitigate that, but the scope of the TAP Funds themselves would probably not be the way to go about it. The parking itself is not going to be TAP eligible so that will be City funds that go toward that. There's certainly room there to change the plan.

Mr. Zucal had the following question:

Can you go further into detail with the crosswalks at Lakeview and Countryside, Lakeview and Terrace, and Lakeview and Park Lane?

Mr. Quicksall had the following reply:

The primary issue we wanted to address was the crosswalk on Wabash, where we're going to have a lot of pedestrians crossing over just as they do today, only it will be in a safer fashion. We've added pedestrian activated signals that will have a flashing beacon on them, so at any time a pedestrian approaches a crosswalk it will send flashers to other traffic. It's only going to flash when there's somebody there so it's not going to be something that people just get used to seeing. It will just be one of those high intensity flashing strobes that happens when somebody's in that walk area.

Mr. Zucal had the following reply:

So I believe the goal then would be if they're travelling from Wabash toward Park Lane or from Park Lane toward Wabash as they're crossing it will activate to let drivers know.

Mr. Quicksall had the following comment:

These flashy strobes are a fairly new idea that are being more widely implemented in the past 5 or so years. All you can do short of putting bumps in the road, doing other nontraditional ways of slowing people down. So it's just to get their attention, but it does not guarantee anyone's safety as they cross the road, unfortunately. It should go a long way to at least bring it to the attention of the drivers. The other crosswalks that are there, even though there's no sidewalks proposed on the west side of Lakeview, for future growth, if the City decides in the future that we'd like to have sidewalks on both sides of the roads we provided the crosswalks at a certain location. So that's going to be a pedestrian ramp on either side of the road, even though on the west side there will not be a sidewalk, so it will look a little out of place but it will show that this is where pedestrians cross.

Chairman of the Public Works and Economic Development Committee Holland had the following question:

Are we still looking at the \$579,800.00?

Mr. Quicksall had the following reply:

Yes, the cost estimate has not changed.

Chairman of the Public Works and Economic Development Committee Holland had the following question:

There's a design environmental right of way activities for \$109,005. Is that in addition to the \$579,800.00?

Mr. Quicksall had the following reply:

Yes, we won't know the environmental requirements until after we get the TAP Funds secured.

Chairman of the Public Works and Economic Development Committee Holland had the following question:

Can "in kind" funds be considered in the cost? For example we provide some of the heavy equipment.

Erin Begue had the following reply:

That would be up to the lot representatives.

Mr. Ricklic had the following question:

Was there ever a consideration of the right of way towards Lakeview, to use that as the parking area, rather than right on Wabash?

Mayor Day had the following reply:

No there wasn't.

Mr. Zucal had the following comment:

I agree with Mr. Ricklic and I would suggest that the City do a traffic study as far as volume during different hours of the day, during sporting events, and during the First Town Days Festival when people are in a hurry and there's a lot of traffic.

Chairman Holland asked for questions from the audience.

Corey Brenton of 1147 Seven Mile Drive had the following question:

I live in the first house at the corner of Seven Mile Drive right on the corner. I see everything that goes on. One of my concerns is the parking right there. Three months ago I saw a minivan come through there taking it way over the speed limit. Also, if you keep going straight up Seven Mile Drive there's no sidewalk there. My concern is we're going to add foot traffic through there and that's a 55 mile per hour road. I have young children and it's scary sometimes because there's no crosswalks, traffic lights, nothing to get across that intersection.

New Philadelphia Police Captain Rocky Dusenberry had the following comment:

I want to make sure that you're designing everything to the highest standards that you can keeping the public safe. State law dictates that the speed limit stay at 55 miles per hour.

Safety Director Greg Popham had the following comment:

Years ago a speed study was conducted in that area to try to get the speed limit lowered. They did a traffic count and determined it wasn't warranted for the change.

Erin Begue had the following statement:

The deadline for this funding is May 15th.

MR ZUCAL MOTIONED TO ADD RESOLUTION 22-2017 TO TONIGHT'S AGENDA FOR 1ST READING, SUSPEND RULES AND PASS IT ON THE SECOND READING

MR RICKLIC SECONDED THE MOTION

3 YEAS

RESOLUTION 22-2017 WILL BE INCLUDED ON TONIGHT'S AGENDA FOR 1ST READING

Chairman Holland presented the next item on the agenda, Resolution 23-2017, and introduced Mr. Harry Matter with Civil Design Associates.

Mr. Matter made the following presentation:

The Resolution we're looking at for passage is relative to Bluebell Drive and some other improvements down there, those are secondary to this. What we're trying to do on this is put a sidewalk in for pedestrian movement between the hotels and restaurants as much as we could. There's some areas that we just can't get a sidewalk in. This project pertains to a sidewalk on Bluebell, on the East Side from the end by the river down past the Holiday Inn to the building where Starbucks and Chipotle will be and in front of San Jose. On the other side it would start at the end of the "Quaker Inn" bring it up in front of Denny's, there would be a crosswalk over to Burger King, and then continuing up to the end of Taco Bell and Long John Silver's. We figured that at those points people could get over to Texas Roadhouse and people at the Hampton could come over and cross at the other side. That's the basic project. The other project that's in here that we don't have time to get into is called the signalization of that intersection and crosswalks and pedestrian lights. That project has already been approved by ODOT and funded at 100 percent.

Mr. Zucal had the following question:

Is that the Bluebell and High area?

Mr. Matter had the following response:

Yes, Bluebell and High, that whole intersection is going to be redone with new signals and pedestrian crosswalks. The crosswalks are only going to go from El San Jose to Denny's and from Denny's over to Burger King. The cost of this project is estimated at \$276,000.00. We are applying for the ODOT TAP Grant which you just talked about for Lakeview so it's the same thing. The ODOT Tap Grant is for 95 percent of the funding. Right now we're non-eligible at \$68,306.00.

Mr. Zucal had the following question:

Thinking down the road, from your best judgment, are we limited with sidewalk access on the Southside, the side by El San Jose, going up the hill again with any sidewalks there?

Mr. Matter had the following response:

The draft is calling for an additional lane in the future on that portion of the highway. So when that's done you're going to have to take right of way.

Mr. Holland had the following statement:

For lack of time availability I'll join in with Mr. Zucal in that looking forward to perhaps what Kimble is doing and the ultimate impact that that might have. I recognize we don't have the total picture there yet, but also recognize that this plan is a very embryonic effort toward an ultimate plan.

Mayor Day had the following response:

When we've been in our discussions with ODOT we've expressed the fact that the traffic will be increasing in that whole area and they really need to look at a redesign of the interstate interchange there.

Mr. McAbier made the following statement:

As Mr. Matter had mentioned, they believe that will take us to 2037 which I think is a stretch but I'm surprised by that.

New Philadelphia Police Captain Rocky Dusenberry had the following statement:

I live near this intersection and I go through this intersection 10 times a day when I'm at home. Whenever we made the traffic lights have their own sections where everybody gets their own turn it worked great, we had no more crashes. Also, I don't know how many times you guys have come from the Eagle Truck Stop but the traffic impact is all the way over the bridge. If we're going to take this left lane and make it a turn only lane, it's going to go back up clear past Eagle Truck Stop. You're going down one lane to go into town, that is not going to work. There's nothing wrong with the way it is now as long as everybody gets a turn they can still be in those two lanes like it is now and they can take the left turn whenever they get there and go straight if they want to. I don't understand why we're going to one lane coming into town. I see the City owns that corner that turns down into Walmart. I don't understand why they don't just take a right turn into Walmart, keep everything basically the same. Everybody gets a turn at the light. So it's not going to interfere in any way, except you get more traffic going in to Walmart and Menard's someday. If you have a designated right turn lane then that would alleviate all the back-up traffic going out of town on West High. I just don't think this is going to work.

Mr. Matter had the following response:

We'd be happy to have the traffic engineer come down and give us a chance to tell him why we think this won't work and let him take into consideration the comments.

Mr. McAbier had the following response:

I think the biggest thing is for the sidewalks. It has nothing to do with the lights. This is just to okay the sidewalks. You could always have a further conversation about the traffic lights.

No action was taken at this time. Chairman Holland said there would be another meeting scheduled on April 24, 2017 so more research could be done.

Mr. Zucal made a motion to adjourn at 7:36pm.