

THE CITY OF HURON, OHIO
Proceedings of the Huron City Council
Regular Meeting Tuesday, September 22, 2020 at 6:30 p.m.

The Mayor called the regular meeting of Huron City Council to order at 6:34pm on Tuesday, September 22, 2020 at Huron City Hall. The Mayor called for a moment of silence.

The Mayor directed the Clerk to call the roll for the regular meeting of Council. The following members of Council answered present: **Christine Crawford, Mark Claus, Monty Tapp, Sam Artino, Joe Dike, Trey Hardy and Joel Hagy.**

Staff participating in the meeting: Interim City Manager Mike Spafford, Finance Director Cory Swaisgood, City Engineer Doug Green, Law Director Todd Schrader, Assistant Law Director Gary Ebert and Executive Administrative Assistant and Clerk of Council Terri Welkener.

Also present: Russ Critelli of OHM Advisors.

Audience Comments

The Mayor asked the Clerk of Council to read comments delivered or e-mailed to her by residents.

- **William Biddlecombe, 1228 Brookview Drive**
Mr. Biddlecomb shared his concerns regarding the proposed DORA (see e-mail attached hereto as Exhibit "A")
- **Alexis Miller, Candidate for State Representative**
Ms. Miller introduced herself to the community and provided information about her background.

Presentation

Mr. Spafford introduced legal counsel and operations personnel from AMP Ohio as our non-profit partner that helped us with the establishment of Huron Public Power. The presentation tonight is specific the ongoing project of the proposed sale of the transmission assets of Huron Public Power at our substation site. Mr. Spafford wanted an opportunity for Council to hear an introduction from AMP-T of the genesis of how this strategy came to be from AMP-T's perspective, public benefits of both parties, the mutual relationship going forward, and if there are any additional questions from Council, they can answer those.

Lisa McAlister, general counsel for AMP Transmission and regulatory affairs with American Municipal Power, and Ed Tatum, Vice President of Transmission at AMP Transmission gave a short presentation of the background and mission of AMP Transmission, which is a non-profit entity. Ms. McAlister explained transactions made with other cities. Mr. Tatum explained that the sole purpose of AMP Transmission is to bring benefit to the AMP membership. Huron will maintain a good measure of control after the transaction is completed. They will view Huron as a partner, and not as a customer. Mr. Tatum went on to explain the distribution of the costs for expansion among all members of the ATSI zone. They hope to increase Huron's effectiveness in providing electric services to our residents. He discussed the local area transmission system. Based on discussions of current and future needs, reliability will be increased in the near future through an additional feed. Only transmission assets would be purchased. Distribution assets would remain with the City. Mr. Hagy asked what ATSI stands for, to which Mr. Tatum answered American Transmission, the FirstEnergy holding company.

Old Business

Ordinance No. 2020-17

Motion by Mr. Hardy that Ordinance 2020-17 (AN ORDINANCE AUTHORIZING AND PRESCRIBING THE MANNER OF SALE OF A PORTION OF HURON PUBLIC POWER SUBSTATION TRANSMISSION ASSETS, OWNED BY THE CITY OF HURON, LOCATED ON PPN. 42-00120.00 AND MORE PARTICULARLY DESCRIBED IN EXHIBIT "A", AND AUTHORIZING THE INTERIM CITY MANAGER TO ENTER INTO AN AGREEMENT FOR THE SALE OF THAT PORTION OF PROPERTY TO AMP TRANSMISSION, LLC) be placed upon its first reading.

The Mayor asked if there was any discussion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of Council voted as follows:

YEAS: Hardy, Hagy, Crawford, Claus, Tapp, Artino, Dike (7)
NAYS: None (0)

There being a majority of votes in favor, the motion passed and Ordinance 2020-17 placed upon its first reading. The Law Director read the Ordinance by its title only.

Mr. Spafford said this is an opportunity to partner with an organization that exists to serve the City's economic development goals and aspirations with Huron Public Power. From both financial and operational standpoints, this provide a great benefit for the City. There is an immediate cash inflow and impacting our immediate debt capacity. We are working with our bond counsel and financial counselor in terms of what the next appropriate steps are. We will be making recommendations to Council as soon as this is able to go forward. For Council's benefit as well, as we look toward the legislative calendar, we do have some minor tweaks in the language that we will try to get out as soon as possible so you have a chance to digest what the changes are compared to the agreement attached to the legislation. He doesn't consider any to be material changes, and if anything, one of them he deems a substantial benefit to the City. The City will have a right of first refusal – in the event AMP-T isn't able to hit the regulatory requirements they need to, we have asked for an extended period of time in terms of what that window looks like for the City to make that determination if we have an interested in purchasing those assets back. Based on AMP-T's track record and the transactions they have done with other communities to this point with great success, he doesn't anticipate that happening, but we are planning for the worst-case scenario.

Mr. Hagy asked if a rate modification was negotiated with Mucci, would that be coupled with this or completely separate or are they dependent on each other? Mr. Spafford said any rate modification with Mucci is dependent upon this sale. The City built the substation specifically to serve Mucci Farms. Now it serves the electrical service for the rest of Huron Public Power customers, but short of having that portfolio of energy on the books, there was no need for a substation. Any opener or precursor to a rate modification with Mucci has to be preceded by this action. Mr. Hardy asked what the difference is between transmission and distribution assets. Mr. Spafford explained that transmission is the infrastructure that gets the power from the generation plant to your initial meters (think your water plant and then the line of water veins, that's the transmission). Post-meter is the distribution side that includes the transformer that steps it down from 69KV to 15KV and then puts it into your distribution system similar to water service lines. Distribution is Ohio Edison (that is us as HPP). We are still the utility of record and we will still be billing. All of the financial operations are still the City's. Transmission is FirstEnergy – that's who creates the power and then sends it to HPP. AMP-T would be the transmission portion of this. The transformers are the boxes that are on pads (3). We will maintain ownership of those and then everything earlier in the system (the higher power areas where the lines come in) comprises the transmission assets that are being sold. Everything

behind the transformers, all the meters stepping it down, all the distribution lines in Huron Corporate Park – that’s all HPP and the City will retain ownership.

Ordinance No. 2020-24

Motion by Mr. Hagy that the three-reading rule be suspended and Ordinance 2020-24 (AN ORDINANCE AMENDING ORDINANCE NO. 2019-27, ADOPTED DECEMBER 10, 2019, TO PROVIDE FOR ADDITIONAL APPROPRIATIONS FROM THE GENERAL FUND AND OTHER FUNDING SOURCES AND AN INCREASE IN ESTIMATED RESOURCES AND FURTHER APPROVING CASH TRANSFERS BETWEEN FUNDS, AND DECLARING AN EMERGENCY) be placed upon its first reading.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of the Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Ordinance 2020-24 placed upon its first reading. The Law Director read the Ordinance by its title only.

Motion by Mr. Hagy that Ordinance 2020-24 be placed as an emergency measure.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll placing the ordinance as an emergency measure. Members of Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being five votes or more in favor, Ordinance 2020-24 was placed as an emergency measure.

Mr. Swaisgood provided background information pertaining to Ordinance 2020-24. This ordinance is an appropriation measure that includes supplemental appropriations and transfer of budge among funds. Also included is an increase in estimated resources and the second page includes cash transfers from two funds. The net impact of all of these changes on the budget side for appropriations and estimated resources is net zero. Although we are increasing budget, we are also increasing estimated resources. We are increasing a transfer out from the General Fund to the Capital Improvement Fund of \$75,000. This is mainly due to pay for additional paving in the Chaska and Old Homestead neighborhoods. In addition, the City also bought two new radar signs and expects to purchase two more by the end of 2020. The reason for the transfer now is we feel comfortable with our financial outlook, at least right now, to be able to pay for these additional projects. He had a discussion with the Courts – their Probation Fund revenue for the past few months has remained steady compared to the rest of their revenue for 2020. The Clerk of Court has asked that the probation officer’s salary be paid 100% the rest of the year out of the Probation Fund to take a little bit away from the General Fund. As we discuss 2021’s budget, we will discuss doing more of a 60/40 split on Probation and General Funds, rather than the traditional 50/50 that has been the last few years. The increase to appropriations in the Coronavirus Relief Fund No. 226 is due to the second distribution received this month in the amount of \$70,000, which is also included in estimated resources. The cash transfers out include the \$75,000 coming from the General Fund to the Capital Improvement Fund. From the beginning of the pandemic, we did hold off on any major capital transfers to keep funds within their operational funds, mainly the Fire Department General Fund. Due to the current financial outlook, we are safe to transfer some of the capital equipment so that the fire department’s planned purchases this year and next year are properly funded. There is \$136,000 coming out of the Fire Levy Fund into the Capital Equipment Fund.

Mr. Hardy asked if the Courts asked to pay the probation officer's wages out of the Probation Fund, or did we ask them to do that. Mr. Swaisgood answered that they brought it to his attention, and the Judge has signed off on the status sheets to allocate that.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Ordinance 2020-24. Members of Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being a majority vote in favor of adoption, Ordinance 2020-24 was adopted. The Ordinance as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

Ordinance No. 2020-25

Motion by Mr. Hagy that the three-reading rule be suspended and Ordinance 2020-25 (AN ORDINANCE AMENDING AND RESTATING SECTION 521.06 OF THE CODIFIED ORDINANCES OF THE CITY OF HURON RELATING TO THE DUTY TO KEEP SIDEWALKS IN REPAIR AND CLEAN, AND DECLARING AN EMERGENCY) be placed upon its first reading.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of the Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Ordinance 2020-25 placed upon its first reading. The Law Director read the Ordinance by its title only.

Motion by Mr. Hagy that Ordinance 2020-25 be placed as an emergency measure.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll placing the ordinance as an emergency measure. Members of Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being five votes or more in favor, Ordinance 2020-25 was placed as an emergency measure.

Mr. Spafford provided background information pertaining to Ordinance 2020-25. This relates to the ongoing code enforcement efforts relating to the sidewalk maintenance. The current ordinance states that the sidewalks abutting private property is the responsibility of the property owner. This continues with that theme and lays out the parameters in terms of what the appropriate measures are for remediation and enforcement to improve the walkability throughout the community, and improve the overall sidewalk structure. The City's current enforcement options are through criminal action. He doesn't feel that is necessarily the best overall action to charge someone criminally with a misdemeanor III for sidewalk infractions. This would now be a typical assessment process. Upon adoption of these ordinances, we create a sidewalk maintenance program that would include an annual field inspection, identify deficiencies, allow for a remediation period and timeframe for the homeowners themselves to be put on notice, and then what options exist such as leveling, repair, grinding or reconstruction. Assuming those fixes are either made or not made, there is an opportunity for the City, using its wholesale purchasing power on a bidding process, that we could go out and then contract with a contractor on an annual basis to implement a sidewalk

repair/replacement program. The assessment details are included with \$5,000 being the demarcation line. Anything under \$5,000 will be paid on a 5-year basis assuming they utilize the assessment process, and anything \$5,000 and above will be paid over 10 years. We will handle the process through working with the County Auditor – this gets added to the property tax rolls. The request for the emergency is relative to two pieces of legislation following this. They are the initial proceedings and enforcement action for creating an assessment on the sidewalk in front of Colonial Colony Apartments. We have been working with them for the last 3 or 4 months to set up the parameters of an agreement in order to get those projects done. We have competitive pricing and would like to get that project done sooner rather than later. This gives us that ability to go through the assessment process. We would come back to Council through the budget process and general city manager report establishing the sidewalk maintenance program for the 2021 budget. Included in this legislation is a requirement to create a code enforcement fund. A lot of these projects are currently handled within the zoning line items of the General Fund. We want to demarcate those funds out. It provides the Finance Director the opportunity to keep things cleaner when the assessment payments come in.

Mr. Dike confirmed that we are going to fix a sidewalk and then assess the property owner. The City will pay upfront and they will pay us back over time. Mr. Spafford said the property owner can pay the City back immediately, they have a chance to fix them themselves, or pay back the funds through the assessment process. Mr. Hagy if the assessments will incur interest. Mr. Spafford said this following the ORC on assessments, which allows for charging the prime rate in interest, which he believes is around 5%. He would recommend that the City charge interest, particularly on the larger projects, to account for inflation and also because the City is fronting the money that won't be paid back for possibly 10 years. Mr. Tapp asked if there was some Erie County responsibility for the Colonial Colony project. Mr. Spafford said there were two panels that were significantly impacted by a manhole for their pump station. We are going to work with them to make sure they cover that portion. Ms. Crawford confirmed that this only involves repair to existing sidewalks, not addition of new sidewalks. Mr. Claus asked if we previously had an assessment program. Mr. Spafford answered that the ORC allows us to go through the assessment process, but it wasn't in congruence with our code. This modifies our code to align with those processes. We have done sidewalk assessments before – this will create the program.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Ordinance 2020-25. Members of Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being a majority vote in favor of adoption, Ordinance 2020-25 was adopted. The Ordinance as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

Ordinance No. 2020-26

Motion by Mr. Hagy that the three-reading rule be suspended and Ordinance 2020-25 (AN ORDINANCE AMENDING AND RESTATING SECTION 149.01(a) OF THE CODIFIED ORDINANCES OF THE CITY OF HURON RELATING TO THE DUTY OF THE DIVISION OF STREETS AND PARKS TO KEEP SIDEWALKS ABUTTING CITY-OWNED LOTS OR CITY-OWNED LANDS IN REPAIR AND CLEAN, AND DECLARING AN EMERGENCY) be placed upon its first reading.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of the Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Ordinance 2020-26 placed upon its first reading. The Law Director read the Ordinance by its title only.

Motion by Mr. Hagy that Ordinance 2020-26 be placed as an emergency measure.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll placing the ordinance as an emergency measure. Members of Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being five votes or more in favor, Ordinance 2020-26 was placed as an emergency measure.

Mr. Spafford provided background information pertaining to Ordinance 2020-26. This ordinance addresses responsibility for sidewalks abutting public property, which responsibility belongs to the City. This is how we operate in practice, we are simply modifying the clumsy language in the existing ordinance.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Ordinance 2020-26. Members of Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being a majority vote in favor of adoption, Ordinance 2020-26 was adopted. The Ordinance as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

Resolution No. 2020-64

Motion by Mr. Hagy that the three-reading rule be suspended and Resolution No. 2020-64 (A RESOLUTION ORDERING THE REPAIR OF THE PUBLIC SIDEWALKS ABUTTING CERTAIN PREMISES IN THE CITY OF AND DECLARING AN EMERGENCY) be placed upon its first reading.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of the Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Resolution No. 2020-64 placed upon its first reading. The Law Director read the Resolution by its title only.

Mr. Spafford provided background information pertaining to Resolution No. 2020-59. This resolution authorizes the administration to complete the repairs to the sidewalks at the Colonial Colony Apartment properties. Moving forward, the City will complete its annual sidewalk inspection and then present a resolution to Council highlighting all of the parcel numbers specifically impacted for authorization to complete the repairs. Once adopted this resolution authorizes Mr. Green to work with the contractor to start the assessment process and reconstruct the sidewalks. We have been in constant communication with the ownership – this is something they are amenable to and actually thanked us for the opportunity to get

favorable pricing through the City. They had some financial impacts earlier this year due to COVID-19 with some vacancy issues, and this is a way the community can see this stretch of sidewalk improved while still holding them financially responsible. Mr. Hagy asked if interest will be charged up to 5%. Mr. Spafford said this will give the authorization to determine the rate once the assessment is certified to the Auditor. Mr. Hardy clarified that we are fixing other people's sidewalks and charging them. Mr. Spafford said this resolution relates specifically to the sidewalks in front of the Colonial Colony Apartments property. Mr. Hagy asked if the payments are made in conjunction with another bill. Mr. Spafford answered that the assessment is added to the property tax duplicate. Mr. Swaisgood said when we receive a collection, we currently can't see which funds they need to be charged to, so we will create a separate sidewalk repair fund to know what fund to charge that to. Mr. Hardy asked if the property owners were given the opportunity to do the work themselves and said they would rather work with the City. Mr. Spafford confirmed that was true. Mayor Artino said this process started last fall.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Resolution 2020-64. Members of Council voted as follows:

YEAS: Hagy, Crawford, Claus, Tapp, Artino, Dike, Hardy (7)
NAYS: None (0)

There being a majority vote in favor of adoption, Resolution 2020-64 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

Resolution No. 2020-60

Motion by Mr. Dike that the three-reading rule be suspended and Resolution No. 2020-60 (A RESOLUTION AUTHORIZING THE INTERIM CITY MANAGER TO ACCEPT THE PROPOSAL AND ENTER INTO AN AGREEMENT WITH OPENGOV FOR THE PURCHASE OF BUDGETING AND PLANNING SOFTWARE AND PROVISION OF PROFESSIONAL SERVICES RELATED THERETO AT A COST NOT TO EXCEED FORTY-FIVE THOUSAND FIVE HUNDRED SIXTY AND 00/100 DOLLARS (\$45,560.00)) be placed upon its first reading.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of the Council voted as follows:

YEAS: Dike, Hardy, Hagy, Crawford, Claus, Tapp, Artino (7)
NAYS: None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Resolution No. 2020-60 placed upon its first reading. The Law Director read the Resolution by its title only.

Mr. Spafford and Mr. Swaisgood provided background information pertaining to Resolution No. 2020-60. Mr. Spafford explained that the State of Ohio, through Josh Mandel's office, introduced a full purchasing option for cities to sign on to through OpenGov. Basically, it is a transparency financial platform. We recently started with the Open Checkbook shortly after Mr. Swaisgood joined the team. OpenGov as a company offers a host of transparency and financial planning/budgeting software. This resolution is the initial step to utilize CARES Act funding to implement this project through the end of the year. The justification for use of CARES Act funds is that it will enhance our ability to make better open and transparent financial plans and decision making. In addition, it is cloud-based software so in the event we are forced to work remotely, we have access to the financial programs. This streamlines the budgeting process, whereas a lot of that is now done manually by staff. From an operations standing, it will create efficiencies that will reduce personnel needs. We are excited from an administration standpoint – even prior to the CARES Act funding, this was something that would operationally fit within our financial means.

This is being paid out of CARES Act funds, and is targeted to be part of the third distribution, which is pending. The administration's preference as it is budget season right now would to get up and running on this as soon as possible, and we request that Council entertain a motion to authorize this resolution pending acceptance and distribution of the third wave of CARES Act funds and in the event funds are received before the next meeting, I would have the discretion and authority to execute that contract. It is a tracking and reporting software that can report on any data that is quantifiable. The budget book would be published on an annual basis. Mr. Hagy asked if we would not acquire this software if the third wave of CARES Act funds is not received. Mr. Spafford said he would still be in support of moving forward with the purchase, but wants to make sure Council is comfortable with that knowing that is a lot of upfront money. If we don't get the funding, this is something we could look at in next year's budget season because it is unplanned and would result in bump of \$50,000 in appropriations. Mr. Swaisgood said it is more than likely that we will not be able to use it for this budget season since we are in the middle of it, or have at least started. Budget-wise, we will probably start using for 2022, but we will immediately use it for financial reporting and other types of scenarios and capital planning. He would suggest that if we do not use that third wave, he can still recommend the purchase for that purpose, but we would come back to another meeting to ask for that. The vote is contingent on getting the third wave of CARES Act funds. Ms. Crawford asked Mr. Swaisgood if he has used software like this in the past. Mr. Swaisgood said we currently have a budgeting system called VIP Analytics that we use, but it is not very user-friendly. In the training we went through with OpenGov and their presentation, it would make our lives a lot easier with preparing the budget and making a capital plan, and also easier for Council to understand. Mr. Swaisgood confirmed that this program would be user-friendly for the community on the website, as well.

Mr. Spafford says there is still opportunity to use it for this budget if, as he recommends, Council considers doing temporary appropriations so the spending plan for the three months to allow the new City Manager to be involved in the budget. Essentially, this would push the budget calendar back three months. There is the opportunity that once we onboard this through the holiday season that we will be utilizing this for the creation of 2021's permanent budget. Ms. Crawford said we are already two steps ahead of where we have been in the past with creation of the 10-year budget book plan, so she thinks life should be easier this year.

Motion by Mr. Dike to amend the motion to add a caveat that the Internal City Manager will execute the agreement upon receipt of the third wave of the CARES Act funds.

The Mayor asked if there was any further discussion on the motion to amend. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Resolution 2020-64. Members of Council voted as follows:

YEAS: Dike, Hardy, Hagy, Crawford, Claus, Tapp, Artino (7)
NAYS: None (0)

The Mayor asked if there was any further discussion on final adoption. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Resolution 2020-59. Members of Council voted as follows:

YEAS: Dike, Hardy, Hagy, Crawford, Claus, Tapp, Artino (7)
NAYS: None (0)

There being a majority vote in favor of adoption, Resolution 2020-60 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

Resolution No. 2020-61

Motion by Mr. Tapp that the three-reading rule be suspended and Resolution No. 2020-61 (A RESOLUTION AUTHORIZING AND DIRECTING A CERTAIN CREDIT TO HURON TOWNSHIP FOR OVERPAYMENT OF HURON TOWNSHIP FIRE LEVY PROCEEDS MADE TO THE CITY OF HURON) be placed upon its first reading.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of the Council voted as follows:

YEAS: Tapp, Artino, Dike, Hardy, Hagy, Crawford, Claus (7)
NAYS: None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Resolution No. 2020-61 placed upon its first reading. The Law Director read the Resolution by its title only.

Mr. Spafford provided background information pertaining to Resolution No. 2020-61. Anytime a city initiates annexation legislation, as we did in 2018 relating to Mucci Farms, the municipality adopts a municipal services agreement. Within that arrangement it talks about the general city services that are provided to the land that is now within the city as part of the annexation. The type of annexation used is Type 2 Expedited, and the ORC states that the township that the land is being annexed from will retain any property tax levies. There is a technicality within the way the agreement was written relative to fire and EMS services. As you know, we have a Joint Services Agreement with Huron Township. On a strict application of the language within that agreement, it states that the City's fire department will provide city fire and EMS services. From a conservative approach, the County Auditor applied the City's fire tax levy (rather than the Township's fire tax levy) since 2018 – roughly, \$7,400/year. This wasn't something the administration was aware of. In working with the Township, we were made aware that this has gone on for two years and by the time we were able to put the solution in place, it is now three years. The next two pieces of legislation rectify that taxing issue to appropriately apply the Township's fire tax levy. This will rectify the previous three years of collections so that Cory's office has authorization to apply that credit for previous tax years. The second piece of legislation is to authorize the County Auditor to apply the appropriate tax moving forward. The County Auditor anticipates creating a separate tax district so that these dollars are collected and wholly assigned to that parcel number – they will handle the accounting going forward.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Resolution 2020-61. Members of Council voted as follows:

YEAS: Tapp, Artino, Dike, Hardy, Hagy, Crawford, Claus (7)
NAYS: None (0)

There being a majority vote in favor of adoption, Resolution 2020-61 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

Resolution No. 2020-62

Motion by Mr. Tapp that the three-reading rule be suspended and Resolution No. 2020-62 (A RESOLUTION AMENDING SECTION 1 OF RESOLUTION NO. 2017-80 TO CLARIFY AND CONFIRM THE SOURCE OF FUNDING FOR FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES PURSUANT TO THE MUNICIPAL STATE OF SERVICES CONTAINED IN RESOLUTION 2017-80) be placed upon its first reading.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of the Council voted as follows:

YEAS: Tapp, Artino, Dike, Hardy, Hagy, Crawford, Claus (7)
NAYS: None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Resolution No. 2020-62 placed upon its first reading. The Law Director read the Resolution by its title only.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Resolution 2020-62. Members of Council voted as follows:

YEAS: Tapp, Artino, Dike, Hardy, Hagy, Crawford, Claus (7)
NAYS: None (0)

There being a majority vote in favor of adoption, Resolution 2020-62 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

Resolution No. 2020-63

Motion by Mr. Hardy that the three-reading rule be suspended and Resolution No. 2020-63 (A Resolution AUTHORIZING AN AMENDMENT TO AN EMPLOYMENT AGREEMENT BETWEEN THE CITY OF HURON, OHIO AND MICHAEL L. SPAFFORD, INTERIM CITY MANAGER) be placed upon its first reading.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of the Council voted as follows:

YEAS: Hardy, Hagy, Crawford, Claus, Tapp, Artino, Dike (7)
NAYS: None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Resolution No. 2020-63 placed upon its first reading. The Law Director read the Resolution by its title only.

Mr. Spafford said that he appreciates the opportunity and looks for to helping with the transition.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Resolution 2020-63. Members of Council voted as follows:

YEAS: Hardy, Hagy, Crawford, Claus, Tapp, Artino, Dike (7)
NAYS: None (0)

There being a majority vote in favor of adoption, Resolution 2020-63 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

Motion

Motion by Christine Crawford to identify certain City personnel and positions with increased job roles or reassignments due to COVID-19, for proper allocation of salaries and benefits of those personnel to the Coronavirus Relief Fund. Positions assigned additional duties and percentage of time dedicated to coronavirus-related duties are: Parks & Recreation Operations Manager 25%;

Parks & Recreation Programs Manager 25%; Municipal Grounds Coordinator 20%; IT Manager 15%; and Public Health and Safety Employees 10%.

Mr. Spafford said that part of the CARES Act funding is it allows for covering personnel costs of employees even if previously budgeted expenditures on department-specific operations relative to COVID-19 to help diminish the spread and to fight any existing outbreak within the community. These are the allocations based on a lengthy and collaborative discussions with multiple finance directors across northeast Ohio. On the general public safety side things, those positions are generally accepted at 10% - this is the number everyone has been comfortable with. We haven't had any cities successfully have administrative costs offset, specifically the City Manager and Finance Office employees. Our public safety departments were obviously impacted, and then from there the IT Manager had a pretty substantial amount of time put in to getting telework operational and making sure our infrastructure was in place. The Parks and Recreation Department really spent the better part of this entire year providing safe public spaces by keeping them as clean as possible, working with the Health Department on the programming that we did still have to be sure it was done properly in accordance with Restart Ohio guidelines. What the CARES Act requires is that the chief executive officer of the community states this as a proclamation and then as best practice give it to Council for full adoption. This is not additional funding – this is just modifying the backend accounting in terms of the responsible funding for it.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of Council voted as follows:

YEAS: Crawford, Claus, Tapp, Artino, Dike, Hardy, Hagy (7)

NAYS: None (0)

There being a more than a majority vote in favor, the motion passed.

Discussion Regarding “Road Diet” Concept for US Route 6

Mr. Spafford said that everyone on Council should have modified exhibits that show a concept to consider whether or not a lane reduction of US Route 6 from Berlin Road to Williams is warranted (see Exhibit “B” attached hereto). There would be one lane in either direction with a center turn lane, with dedicated bike lanes on both sides. This accomplishes a lot of our goals and objectives, especially from a connectability standpoint by providing multi-modal connections specifically on the east side to the center of town. As you know, from an infrastructure standpoint, we are limited in terms of pavement with both the railroad bridge and the ODOT bridge. Short of a complete rebuild of those bridges, the only real opportunity to provide this type of connectivity for a pedestrian and bike path is an option of this nature. What this will do is reclaim the unused pavement that would be realized in the reduction of the outer lanes, turn that into a 9' lane that includes a 6' wide bike lane with a 3' wide buffer area between the bike lane and lanes of traffic to help keep traffic moving to the west. From a safety standpoint, the average rate of speed in this corridor is 45mph+. From a downtown planning perspective, it is not our goal to get people moving through here as fast as possible. Our goal is to encourage people to come, calm things down and make them safer. What ODOT showed through their data collection is that road diets generally provide for reduced speeds, and change your general concept in terms of placement in the downtown district, and encourage people as they come through maybe change their mind in terms of whether or not they are going to stay within the community, or not. This will also provide safe and passable traffic for the local residents and businesses. As we look to the scheduling portion of the US 6 Paving Project, based on a couple of supply chain issues, we are not going to be able to finish the entire project on our initial timeline. We have already started that coordination with the State and don't anticipate any issues there. The issue is that we are not going to have the climate necessary to put down the final striping, which is made of thermoplastic, which is melted onto the road surface. What we will end up doing is temporary striping, which is typical street paint, which doesn't have the longevity of the thermoplastic. We can continue on with the plan to paint out the 4-lane

proposal, but the administration is asking Council's consideration of an infield trial of the road diet. It is one thing to look at a rendering of how something would work, but until you have a chance to fully experience it without construction equipment and orange barrels everywhere, we won't know how the traffic flows with road diet. We can temporarily stripe the bike lanes this fall until sometime next spring or early summer, when the permanent striping can be installed. This will give people an opportunity to experience it, collect some data, get feedback, and Council can make the final determination next spring in terms of what the final striping plan will be. The refuge island at the intersection of Berlin Rd. and US 6 has received a lot of commentary relating to the geometry of how that turn radius is going to work. We are going to reduce that down on both length and width standpoints. Even with these reductions, safety requirements for pedestrians as a refuge island will still be met. In addition, the curbs will be modified from the hard stop 6" square curbs to more of a 4" rolled curb you would typically see on a roundabout. As larger vehicles, semi-trucks and boat trailers are taking that turn, if the island is clipped it's not going to damage the island or the vehicle. Obviously, we encourage people to stay in the road as much as possible, but we realize it does happen.

Mr. Hagy asked if we end up doing this and we get to permanent striping next year and decide to go back to 4 lanes, how will that look with the temporary lines being there – how are they removed? Mr. Critelli went over this with the contractor and unfortunately, you do have the unavoidable shadowing where the paint is ground out. Mr. Spafford said that the striping will be as minimal as possible in the event Council opts to go back to the 4-lane option.

Mr. Critelli said that the exhibits presented is something that was previously generated and suggested revisions will be evaluated such as stacking for the turning lanes. All of this is determined by volumes of traffic, speed, types of traffic, cycles of the intersection, etc. – there is some data collection to be done to finalize the final pavement markings. This exhibit was brought forward from 2018. We will be developing some criteria so at the end of the day Council will be able to say yes, this did work, or no, this did not work. Mr. Tapp said he is more concerned with the safety side of things with the side streets. Coming out of Huron Street a car has a hard time seeing with the business is there because they have cars lined up, and the way you have to sit back he thinks it is even more dangerous with a bike lane there. That is something to look at as far as how to fix that. Mr. Critelli said in any public right-of-way there is sight distance that we have control of, and others we don't have control of. Those sight distance lines are meant to stay clear, where there are physical obstructions or temporary obstructions – the right-of-way is the obligation of creating safe infrastructure.

Mr. Claus asked Mr. Critelli to clarify what the typical widths of the bike lanes and barrier lanes would be. Mr. Critelli said that they have it laid out with 6' bike lanes and a 3' buffer. Mr. Claus how many hash marks would be in that buffer lane. Mr. Critelli said the depiction on the drawing is pretty close to what it would be – they are based on established guidelines. Mr. Claus asked about the stack-up at River Road because of the boat trailer issue – we would definitely like that taken into consideration.

Mr. Hardy asked Mr. Critelli to confirm that all separation is through striping as opposed a physical reflector device of some kind. Mr. Critelli said we discussed that with administration and the design team, and there are options out there that create other issues, but right now it is only striping.

Resident Comments

The Clerk read several comments provided by residents of Huron, as follows:

- Timothy Armstrong – in favor of bike lanes;
- Mary Pisano – against bike lanes;
- Ann Downs – in favor of bike lanes;
- Terry Van Auker – in favor of bike lanes;

- Bonnie Schlegel – in favor of bike lanes;
- Phil Downs – in favor of bike lanes;
- Connie Litz – in favor of bike lanes;
- Denny Velliquette – in favor of bike lanes;
- Caitland Sharp – in favor of bike lanes;
- Michael McDevitt – in favor of bike lanes;
- Margaret Wilmhoff – against bike lanes;
- William Biddlecombe – in favor of bike lanes.

Mayor Artino said we would love to have an open public session, but unfortunately, we can't due to COVID-19. This is another reason we have thought about this idea to actually stripe and let people see what it looks like and how it works. The Mayor asked if there was any other discussion.

Motion by Mr. Claus to put the road diet into place with temporary striping with bike lanes as identified and to be further studied by OHM.

Mr. Tapp asked for a timeframe for the trial. Mr. Green said it is based on weather, but should be prior to June – usually sometime in May.

Motion by Mr. Claus to amend his motion to have the permanent solution identified and corrected by June 1, 2021.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of Council voted as follows:

YEAS: Claus, Tapp, Artino, Dike, Hardy, Hagy, Crawford (7)
NAYS: None (0)

There being a more than a majority vote in favor, the motion passed.

City Manager's Discussion

Mr. Spafford said that many topics were covered in both the work session and this meeting, and asked if members of Council had any additional questions.

Mayor's Discussion

The Mayor thanked our citizens who volunteered to work with us on the City Manager Search Committee, namely, Dr. Stephanie Walls, Mr. Dave Clark and Mr. Scott Slocum. The Mayor thanked them for their involvement, their knowledge and expertise, all of which were valuable in this process. The Mayor thanked Dr. Wall for keeping Council on track and getting them where they need to be.

For the Good of the Order

- Ms. Crawford – Asked for continued patience from the community as we wrap up the US-6 Project. She realizes it is dusty and frustrating at time, but it is really going to be nice when it's finished.
- Mr. Claus – Thanked staff and Latanick for getting the ladder project completed on the pier, just in time for summer. They look great.
- Mr. Dike – Thanked Ms. Welkener for her help with the Search Committee, and also Mike Spafford, who is a class act during this entire period. (Applause)
- Mr. Hardy – Seconded what the Mayor said about the citizen members of the City Manager Search Committee. Everyone did a great job and he was glad to be part of the process – it went really well.

- Mr. Tapp – Said he appreciates the Search Committee; they did a great job. He is looking forward to the future.
- Mr. Hagy – Thanks to the entire selection committee to include Joe Dike, Trey Hardy, the Mayor and everyone that helped. It was a really outstanding job with absolutely outstanding candidates. Mr. Hagy said that Mr. Lasko had a lot of competition.

Executive Session

The Mayor said there will be an executive session, followed by legislative action.

Motion by Mr. Tapp to enter into executive session to consider the appointment, employment, compensation and terms and conditions of employment with a prospective employee, and to invite Mr. Ebert, Ms. Leonard and Mr. Spafford.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of Council voted as follows:

YEAS: Tapp, Artino, Dike, Hardy, Hagy, Crawford, Claus (7)
NAYS: None (0)

There being a majority vote in favor of adoption, the Council moved into executive session at 7:58pm.

Return to Regular Session

Council returned to regular session at 8:14pm

Ordinance No. 2020-28

Motion by Mr. Hardy that the three-reading rule be suspended and Ordinance 2020-28 (AN ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO AN EMPLOYMENT AGREEMENT BETWEEN THE CITY OF HURON, OHIO AND MATTHEW LASKO, AS CITY MANAGER, AND DECLARING AN EMERGENCY) be placed upon its first (final) reading.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of the Council voted as follows:

YEAS: Hardy, Hagy, Crawford, Claus, Tapp, Artino, Dike (7)
NAYS: None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Ordinance 2020-28 placed upon its first reading. The Law Director read the Ordinance by its title only.

Motion by Mr. Hardy that Ordinance 2020-28 be placed as an emergency measure.

The Mayor asked if there was any discussion on the motion. There being none, the Mayor directed the Clerk to call the roll placing the ordinance as an emergency measure. Members of Council voted as follows:

YEAS: Hardy, Hagy, Crawford, Claus, Tapp, Artino, Dike (7)
NAYS: None (0)

There being five votes or more in favor, Ordinance 2020-28 was placed as an emergency measure.

The Mayor asked if there was any further discussion on the motion. There being none, the Mayor directed the Clerk to call the roll on the final adoption of Ordinance 2020-28. Members of Council voted as follows:

YEAS: Hardy, Hagy, Crawford, Claus, Tapp, Artino, Dike (7)
NAYS: None (0)

There being a majority vote in favor of adoption, Ordinance 2020-28 was adopted. The Ordinance as adopted was signed by the Mayor and Clerk of Council and will take effect immediately. (Applause)

Mayor Artino said that Mike Spafford is one hell of a man. (Applause). Mike worked with him and Mr. Schrader for long hours for a few days and he appreciates it.

Adjournment

Motion by Mr. Dike to adjourn the meeting.

The Mayor asked if there was any discussion on the motion. There being none, he directed the Clerk to call the roll on the motion. Members of Council voted as follows:

YEAS: Dike, Hardy, Hagy, Crawford, Claus, Tapp, Artino (7)
NAYS: None (0)

There being more than a majority voting in favor of the motion, the Mayor declared the meeting of September 22, 2020 adjourned at 8:16pm.


Terri S. Welkener, Clerk of Council

Adopted: 27 OCT 2020

Upon approval by the City Council, the official written summary of the meeting minutes will become a permanent record, and the official minutes shall also consist of a permanent audio recording, excluding executive sessions, in accordance with Section 121.01(III) of the Administrative Code.

Terri Welkener

From: William Biddlecombe <willsxtreme01@aol.com>
Sent: Tuesday, September 22, 2020 4:22 PM
To: Terri Welkener
Subject: Re: Tonight's Meeting

Terri,

Below are my comments:

"William Biddlecombe
1228 Brookview Drive, Huron

I like to first comment about the road diet. I have been in favor of this concept since it was first shown to the public. Not only am I an avid biker, and would enjoy the safety of bike lanes, but also I can see where the road diet would help make traffic flow better and safer. When the road was first striped in its current configuration, traffic through town far exceeded what we have today. As you know, with the opening of the Huron River bypass diverting traffic away from town, traffic through town has been reduced to mainly local traffic. Since then, the state has labeled the light at Berlin Rd. and Cleveland Rd. unnecessary and slated it for removal due to lack of sufficient traffic to justify a signal, so it's only logical to follow suit with the lane markings. Only the section of Cleveland Rd that was used to bypass traffic has ever been a four lane road within the city, and traffic gets through the rest of the city just fine with two lane road configurations. Cleveland Rd. will be easier to maneuver with a center turn lane, allowing traffic turning into, for example the boat ramp, easier and safer without obstruction of thru traffic. This will also make it safer for thru traffic because now you won't have people following left turn people darting into the right lane to go around as they wait to turn left. For people turning from Berlin, Commerce Plaza, the Boat Ramp, River Rd. Etc, you will now only have to turn across two lanes of traffic instead of four, making turns on to Cleveland rd. safer and easier. And this should also help keep traffic flow closer to the speed limit, which has been an issue on this stretch of road in the past. And finally it will be a lot safer for people to cross the street since they will only have to deal with two lanes instead of four. And especially in the summer, we have a lot of bike and pedestrian traffic. This would be hugely beneficial.

I know people are afraid of change, I understand that. But this really wouldn't be a big adjustment. Think of it as going back to how it would've been before the stretch of road was altered to accommodate Cedar Point traffic. We've been living with a two lane road situation for the last few months as the road construction has already created a road diet, and it's worked well. If we try it and it doesn't work, the beauty is we can always go back, but if you never try, you'll never know. I for one have not experienced any issues or delays with the current two lane road situation from the construction, and I drive that stretch of road multiple times daily.

Secondly if there is time, I have concerns about the proposed DORA in the city. While I'm not against the concept, I feel that consideration needs to be made to either have multiple zones, or expand the zone. Right now as the proposed zone looks, as seen posted online, it lacks notable locations such as Knuckleheads, Sandbar, Huron Yacht Club, as well as restaurants that also serve alcohol like Jims Pizza Box, Huron Pizza House, Berardis's, and Marconis. I feel that this creates a competitive advantage through legislation for the ones included in the current zone, including two business where two members of council have vested interests. The other concern I have with the proposed DORA is its affect on festivals at the boat basin. Currently all festivals with alcohol are restricted to having designated drinking areas. This helps preserve a more family friendly atmosphere and helps regulate who can be drinking. If the DORA is allowed to go through, potentially the entire festival grounds becomes open to alcohol, and therefore essentially unable to be regulated by the festivals. This could help create underage drinking at festivals, as well as conditions much like you may remember from Water Festivals of the 1980's. I urge council to thoroughly consider the DORA affects, and be inclusive to all local businesses."

Terri Welkener

From: timothy armstrong <tim5armstrong@gmail.com>
Sent: Monday, September 14, 2020 12:48 PM
To: Terri Welkener
Subject: Bike lane

I enthusiastically support bike lanes on Cleveland Road. The addition of bike lanes will vastly improve bike rider safety with minimal or no impact on drivers. I regularly bike from Old Homestead to town and look forward to this modernization of our roads.

Timothy Armstrong

Sent from my iPad

Terri Welkener

From: Mary Pisano <mapisano@huron-city.k12.oh.us>
Sent: Monday, September 14, 2020 2:04 PM
To: Terri Welkener
Subject: Bike lane

We do not need a bike lane on the main highway. This will only put more stress for those who need to get used to the new roadways now. Also, we do not get that much bike traffic to constitute a lane for that use only. Thank you! Mary Pisano Sent from my iPhone

Terri Welkener

From: Ann Downs <adowns@mhs1.com>
Sent: Monday, September 14, 2020 6:48 PM
To: Terri Welkener
Subject: Bike Lane

Hi Terry, We own a House in Homestead II and our bike riders. It is so inconvenient for bikers and walkers to have to cross the bridge on the sidewalk. Not to mention dangerous. When our grandchildren come to visit we love to ride bikes with them to the donut shop and the pier. Huron has so much to offer. Hopefully we can take full advantage of it with bike lanes. I don't see any negatives. We are 100% for it.

Ann Downs
MHS Industrial Supply
419-571-1394

BUY IT ONLINE
www.mhsindustrial.com

Terri Welkener

From: Terry Van Auker <vanauker.ta@gmail.com>
Sent: Monday, September 14, 2020 8:57 PM
To: Terri Welkener
Subject: Cleveland Road

We have a house on Miami Place. I am totally in favor of the idea to 3-lane Cleveland Road from Berlin Road west, to accommodate bike lanes, as long as the turning lane remains.

Thank you.

Terry & Diane Van Auker
324 Miami Pl.

Terri Welkener

From: bonnie schlegel <bonnie.schlegel@gmail.com>
Sent: Tuesday, September 15, 2020 1:04 PM
To: Terri Welkener

I am in favor of thr proposed bike lanes. We rnjoy biking as a family and have had some hazardous outings and 2 actual falls. Thanks for considering this. Bonnie Schlegel, Old Homestead II

Terri Welkener

From: Phil Downs <pdowns@mhs1.com>
Sent: Tuesday, September 15, 2020 1:48 PM
To: Terri Welkener
Subject: Fwd: Bike Lanes

In reference to my original e-mail, I would ask that my comments be read at the upcoming council meeting as I am unable to attend.

Thank you,
Phil

----- Forwarded message -----

From: Phil Downs <pdowns@mhs1.com>
Date: Mon, Sep 14, 2020 at 5:46 PM
Subject: Bike Lanes
To: <Terri.welkener@huronohio.us>

Good Afternoon Terri,

I am writing to express my support for the inclusion of bike lanes on the RT6 bridge project. My wife and I are avid bicyclists and can speak from personal experience.

Reason #1 - It's dangerous now!

My question to any people in opposition is "Have you ever ridden a bike across the bridge?" Not on the sidewalk but on the road where bikes are supposed to be. I have and it's very scary and dangerous. I've had cars squeeze by me side by side in each lane where I could've reached out and touched the car beside me.

Reason #2 - Reduce parking congestion downtown

We have a home in Old Homestead 2 and would rather bike downtown for events, but with 7 and 9 year old grandchildren, we will drive instead. If there was a safe bike lane, we would definitely bik. When you consider the number of vacationers that stay in our neighborhood, how nice would it be to have bike them downtown rather than drive.

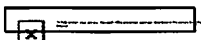
Reason #3 - Be forward thinking

All majors cities are working towards being bike friendly, why not Huron as well!

Thank you for giving me the opportunity to share my thoughts.

Phil Downs
312 Shawnee Place
419-631-3167

--



Phil Downs
MHS Industrial Supply
419-522-2911

Terri Welkever

9-15-2020

Please note yes for the road diet
at Route 6 and Berlin Road, cutting
down the number of lanes will give
us a fighting chance of getting out at
Berlin Road, it's hard for everyone to
get onto Route 6 from Berlin Road, but
as we get closer it gets near impossible
also, what about moms and grandmas
picking up kids after school & kids
do weird distracting things in the back
seat. Add that to a 4 lane intersection and
you've got a highway to hell. Please,
put Route 6 on a diet

Cornie Hitz

To the Milkmen

Please send me the money that
I have sent you and which I have
sent to you of course I am
in a little bit of a hurry to get it
back. The bank has a notice to
get out of it. I am sure that
as you are not to get any more
of it. I am sure that you are
getting it. I am sure that you
are getting it. I am sure that
you are getting it. I am sure
that you are getting it. I am
sure that you are getting it.

Yours truly

9/20/2020

TO: Terry Welkener, Executive Administrative Assistant & Clerk of Council
Terri.welkener@huronohio.us

Please provide my comments to Council at the upcoming City Council meeting.

Bike Lanes on Huron Route US-6 would be a positive for the community.

As experienced during construction over the past few months, utilizing two lanes vs. four lanes has not hampered transportation on route US-6. If anything, the one lane each way has channeled the flow of traffic, preventing autos swerving from lane to lane for either speed reasons or vehicles making turns off route 6. An advantage of consistent speed was evident, as it prevented vehicles from switching lane to lane to exceed the speed limit.

The question should be answered as to whether a small community of this size is in need of a major four lane highway through the middle of town or would we rather keep this a quaint, small town atmosphere with biking and ample walking opportunities to visit all parts of town without jumping into the car constantly.

I am in favor of keeping with the three lane traffic configuration and adding bike lanes. Currently without bike lanes, it is very hazardous to ride bikes east and west, especially over the bridge, which is extremely hazardous due to the elevation change between the railroad bridge and sidewalk. The river bridge sidewalk is extremely narrow and does not allow adequate width to pass when biking. To use the highway for biking over the bridge currently pins bikers against a wall and is very hazardous.

With the eventuality of someday development of the Conagra area, it would be great to elevate our livability ranking to entice the type of residents and visitors that enjoy the outdoors and will take advantage of biking and walking to all areas of our great little community.

With continued growth and use of Nickleplate Beach, biking from the western parts of Huron should be an ideal mode for all.

The cost risk is minor to go the direction of bike lanes at this time. If for any reason it would be desired to revert back in the future, only the cost of restriping is needed.

Most progressive communities of all sizes are currently looking to improve walkability and biking to improve the ability to satisfy exercise and transportation desired of families. We have the opportunity in Huron to easily move in that direction with the highway 6 completion.

I do ride bike and walk all over town and encourage more to do the same.

Denny Velliquette

311 Shawnee Place, Huron

Terri Welkener

From: Caitland Sharp <caitland.sharp@gmail.com>
Sent: Monday, September 21, 2020 12:43 PM
To: Terri Welkener
Subject: huron bike lanes

I think Huron bike lanes are a fantastic idea- they would be well used and would build community and promote a healthy lifestyle and environmental awareness! I would be in favor of the longest length of bike lanes possible.

Thank you!

Terri Welkener

From: Michael McDevitt <mcdevitt420@msn.com>
Sent: Tuesday, September 22, 2020 9:58 AM
To: Terri Welkener
Subject: Proposed bike lane Please read at the upcoming City Council Meeting

I am a 86 year old male, and for the last 20 years I have rode my bike, on an all most daily basis, year round from Old Homestead II on US-6 to get to town. Enjoying riding by the Lighthouse, Lake Front Park, and The High School and connecting with the bike lane along US-6 to Rye Beach Road.

I think having this bike lane will make this ride safer, and will cut down on some of the frustration some drivers may have with driving so close to bikers on this route. On my ride I observe drivers sometimes slowing down, or drifting into, or changing to the other lane as they approach, which could cause somewhat of a hazard.

I encourage Council to proceed with the plans for the proposed bike lane on US-6.

One other note, I appreciate the Huron Police assuring that the speed limits are observed along this route.

Thank You for your consideration.

Michael McDevitt Wyandot Place, Huron Ohio

(Comment taken via telephone 9-22-20 at 2:20pm)

Margaret Wilmhoff
201 Miami Place
Huron, Ohio 44839

What I am noticing is that the traffic is seeming to accelerate in speed coming down the hill. When pulling out of Drug Mart today, both cars I was waiting to pass seemed to be speeding down the hill from the bridge. I believe having the bike lanes will cause traffic will be concentrated and the traffic is going faster than normal because there is no anticipation of a stop. I cross Route 6 often and I think it will be more dangerous.

Terri Welkener

From: William Biddlecombe <willsxtreme01@aol.com>
Sent: Tuesday, September 22, 2020 4:22 PM
To: Terri Welkener
Subject: Re: Tonight's Meeting

Terri,

Below are my comments:

"William Biddlecombe
1228 Brookview Drive, Huron

I like to first comment about the road diet. I have been in favor of this concept since it was first shown to the public. Not only am I an avid biker, and would enjoy the safety of bike lanes, but also I can see where the road diet would help make traffic flow better and safer. When the road was first striped in its current configuration, traffic through town far exceeded what we have today. As you know, with the opening of the Huron River bypass diverting traffic away from town, traffic through town has been reduced to mainly local traffic. Since then, the state has labeled the light at Berlin Rd. and Cleveland Rd. unnecessary and slated it for removal due to lack of sufficient traffic to justify a signal, so it's only logical to follow suit with the lane markings. Only the section of Cleveland Rd that was used to bypass traffic has ever been a four lane road within the city, and traffic gets through the rest of the city just fine with two lane road configurations. Cleveland Rd. will be easier to maneuver with a center turn lane, allowing traffic turning into, for example the boat ramp, easier and safer without obstruction of thru traffic. This will also make it safer for thru traffic because now you won't have people following left turn people darting into the right lane to go around as they wait to turn left. For people turning from Berlin, Commerce Plaza, the Boat Ramp, River Rd. Etc, you will now only have to turn across two lanes of traffic instead of four, making turns on to Cleveland rd. safer and easier. And this should also help keep traffic flow closer to the speed limit, which has been an issue on this stretch of road in the past. And finally it will be a lot safer for people to cross the street since they will only have to deal with two lanes instead of four. And especially in the summer, we have a lot of bike and pedestrian traffic. This would be hugely beneficial.

I know people are afraid of change, I understand that. But this really wouldn't be a big adjustment. Think of it as going back to how it would've been before the stretch of road was altered to accommodate Cedar Point traffic. We've been living with a two lane road situation for the last few months as the road construction has already created a road diet, and it's worked well. If we try it and it doesn't work, the beauty is we can always go back, but if you never try, you'll never know. I for one have not experienced any issues or delays with the current two lane road situation from the construction, and I drive that stretch of road multiple times daily.

Secondly if there is time, I have concerns about the proposed DORA in the city. While I'm not against the concept, I feel that consideration needs to be made to either have multiple zones, or expand the zone. Right now as the proposed zone looks, as seen posted online, it lacks notable locations such as Knuckleheads, Sandbar, Huron Yacht Club, as well as restaurants that also serve alcohol like Jims Pizza Box, Huron Pizza House, Berardis's, and Marconis. I feel that this creates a competitive advantage through legislation for the ones included in the current zone, including two business where two members of council have vested interests. The other concern I have with the proposed DORA is its affect on festivals at the boat basin. Currently all festivals with alcohol are restricted to having designated drinking areas. This helps preserve a more family friendly atmosphere and helps regulate who can be drinking. If the DORA is allowed to go through, potentially the entire festival grounds becomes open to alcohol, and therefore essentially unable to be regulated by the festivals. This could help create underage drinking at festivals, as well as conditions much like you may remember from Water Festivals of the 1980's. I urge council to thoroughly consider the DORA affects, and be inclusive to all local businesses."