

**THE CITY OF HURON, OHIO**  
**Proceedings of the Huron City Council**  
**Regular Meeting Tuesday, January 26, 2021 at 6:30 p.m.**

**Call to Order**

The Mayor called the meeting of the Huron City Council to order at 6:30pm on January 26, 2021 at Huron City Hall. The Mayor called for a moment of silence. After the moment of silence, the Mayor led in saying the Pledge of Allegiance to the Flag.

**Roll Call**

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: City Manager Matt Lasko, Assistant to the City Manager Mike Spafford, Finance Director Cory Swaisgood, Law Director Todd Schrader and Clerk of Council Terri Welkener.

**Approval of Minutes**

**Motion by Mr. Claus that the minutes of the regular Council meeting of December 22, 2020 be approved as presented.**

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

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

**Audience Comments**

None.

Mr. Tapp said that he would speak about the Franks that came to our last meeting. He said, "We want to take this opportunity to thank Brandy and Austin Frank for their remarks made at our last Council meeting regarding the issue of childhood congenital heart defect. That took great courage to speak publicly about the challenges and issues faced by their family, and especially their son, Charlie. Their presentation was especially timely with February 7-14 designated as Congenital Heart Defect Awareness Week by the American Heart Association. We acknowledge Brandy and Austin's struggles as they care for their son, Charlie. We wish them the best as they face challenging times ahead. We truly appreciate parents like you who are willing to give their time to bring awareness to this issue, and on that note, Charlie's next surgery is scheduled for January 29<sup>th</sup> and our prayers are with the family, and again, thank you for coming."

**Tabled Legislation**

**Ordinance No. 2020-17**

**Motion by Mr. Hardy to remove 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 CITY MANAGER TO ENTER INTO AN AGREEMENT FOR THE SALE OF THAT PORTION OF PROPERTY TO AMP TRANSMISSION, LLC) from tabled status.**

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

There being more any a majority in favor, Ordinance 2020-17 was removed from the table. The Law Director read the Ordinance by its title only.

**Motion by Mr. Hardy that Ordinance 2020-17 be amended by reading to renumber Section 3 to Section 4 and adding a new Section 3 which will state as follows:**

**SECTION 3. That competitive bidding is not required for the City to sell the Property to AMP Transmission, LLC pursuant to ORC 721.15(A); and**

The Mayor asked if there was any discussion on the motion to amend. 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 a majority in favor, the motion passed and Ordinance 2020-17 was amended.

**Motion by Mr. Hardy that Ordinance 2020-17 in its amended form be placed on its third and 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 passed and Ordinance 2020-17 was placed upon its third and final reading.

**Motion by Mr. Hardy that Ordinance 2020-17 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 2020-17 was placed as an emergency measure.

Mr. Lasko thanked Mr. Spafford and Mr. Swaisgood and legal counsel and Devin Parram. This is a very complicated transaction that staff has guided through the process. Handling this transaction and its layers of complexity was very, very impressive for a city of our size and staff of our size. He acknowledged the incredible staff and the guidance provided to us by our legal team.



Mr. Spafford introduced Devin Parram of Bricker & Eckler, our legal counsel specializing in utility transactions who has been working us on not only some Huron Public Power issues, but also specifically the AMP transaction. Mr. Parram was available at the meeting via video conference to answer any additional questions from Council. This ordinance was first introduced back in September of 2020 when we felt that we were close to a final document. Several modifications have been made subsequent to that initial discussion with one of the most pertinent and impactful being the initial structure proposed an easement that would be perpetually granted to AMP-T. That has since been modified to a simple ground lease, in which case the City is leasing them the entirety of the parcel, while retaining the ability to utilize that parcel at any time that we feel necessary. The benefit of that is (a) there is a control house with equipment that controls both the distribution and transmission assets, and this will allow both parties access, and (b) there is a financial benefit to the City in that the ground lease payment is paid up front and is part of the asset purchase agreement.

**Mr. Hardy stepped out of the meeting to take a telephone call at 6:38pm, returning to the meeting at 6:41pm.**

Mr. Spafford said that now that we have finalized our closing date assuming Council's approval of February 1<sup>st</sup>, the valuation is just over \$2.1 Million with the lease agreement being about \$183,000. We had multiple discussions with the Finance Committee earlier on in the process in terms of what the strategy would be relative to the increased funds as they came in. We had conversations with bond counsel and it was explained to us that the most conservative path forward and safest legal path forward would be to take those funds and make a principal payoff on the debt relative to the substation. This is not necessarily bad news. Anytime the City has the opportunity to wipe out \$2.1 Million worth of debt off the books is a win. It does open up additional options for financing. The lease proceeds will go to the Economic Development Fund since that property was purchased using funds from that Fund, which can now be freed up to utilize for some of the ongoing efforts we are looking into.

There were two other pieces of legislation added today, which include an agreement between the City and AMP-T for interconnectivity of the assets and a short-term operations and maintenance agreement. The operation and maintenance agreement was the biggest contributor to the delay. Instead of having the City provide O&M services and having those costs reimbursed, AMP-T will continue to provide all O&M on their own assets without the City conducting those operations. During the transition period for AMP-T to get their plan in place, which is not to exceed 12 months, the City will provide those O&M services with costs reimbursed. Resolution 2021-6 authorizes AMP-T to put this asset into the PJM, which connects the transmission assets into the overall transmission grid. This legislation gives the City's authorization for that to happen.

Mr. Hagy asked Mr. Spafford to explain how the valuation of the transmission assets was reached. Mr. Spafford said the valuation is based on the straight net book value with depreciation. We did an exhaustive review of all of our costs of the invoices, construction, labor, materials, etc. Those invoices were then reviewed to make sure that we pulled out all of the relevant pieces/parts of the transmission assets being sold and straight-line depreciation was applied, assuming 35 years of useful life. The asset went into service in 2018, so it has 2 years of depreciation.

Mr. Claus asked what would happen after the 12-month period for O&M. Mr. Spafford said AMP-T would take over the responsibility for O&M themselves – at that point there will be no need for reimbursement from them, but we must still maintain the City's retained assets.

Mr. Schrader welcomed Mr. Parram to the meeting and provided a brief history. When SSEG first got involved with the City last year, this was one of the projects that was undertaken. SSEG did some due diligence, talked to other municipalities and townships that had a relationship with AMP-T (everything was

really positive), and started working through the documents. They came to a point where they realized they require a specialist to push the project over the finish line. Mr. Schrader stated unequivocally that we don't get to where we are tonight without Attorney Parram's input, Mike Spafford's input and the team that they have in terms of consultants. SSEG can only do so much – once they took over things really started to solidify and they really drilled down on the things that matter – vis a vis the easement. He said that he is grateful for the opportunity to be involved and is very glad that we have Bricker & Eckler at our disposal. They couldn't get to where they are tonight without that team.

Mr. Parram said he is available for questions and it was great working with Mr. Spafford, Mr. Schrader and the team.

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 2020-17 as amended. 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 2020-17 as amended was adopted. The Ordinance as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

#### **OLD BUSINESS**

None.

#### **NEW BUSINESS**

##### **Resolution No. 1-2021**

**Motion by Mr. Claus that the three-reading rule be suspended and Resolution 1-2021 (A RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT THE PROPOSAL AND ENTER INTO AN AGREEMENT WITH POGGEMEYER DESIGN GROUP FOR THE PROVISION OF ENGINEERING AND INSPECTION SERVICES RELATED TO THE HURON WATER TREATMENT PLANT IMPROVEMENT PROJECT AT A COST NOT TO EXCEED ONE HUNDRED TWENTY-NINE THOUSAND SEVEN HUNDRED AND 00/100 DOLLARS (\$129,700.00)) 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: Claus, Tapp, Artino, Dike, Hardy, Hagy, Crawford (7)**  
**NAYS: None (0)**

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Resolution 1-2021 placed upon its first reading. The Law Director read the Resolution by its title only.

Mr. Lasko said this is the second part of the 2-phase project we wanted to undertake at the Water Plant, with the sludge rakes being the first phase recently completed, and the this phase involving the tube settlers. The primary important of that is to allow the plant to increase its capacity from 3.4 million to 5.8 million gallons/day. It is very important project for the City to be able to increase that capacity and serve an additional customer base going forward.



Mr. Gibboney said the main objective of this project is to gain capacity. They previously completed the sludge rake project to bring the plant into EPA compliance. This is a capacity project. They refer to all of the treatment plants as having a treatment train, so each component of the plant has its own rating. The component with the lowest rating becomes your plant rating or bottleneck. For us, that is the sedimentation basins that the 3.4 million gallons/day is based on. The most logical equipment that you can implement to raise that capacity is the tube settlers. The alternative would be constructing more sedimentation basins, which would far exceed this cost. The tube settlers will take the plant up to 5.8 million gallons/day, after which point they would have to do some more construction, if we got to that point in the future. This past summer, they hit full capacity for 3-4 days during the drought, and knowing that we have Phase 2 of the Mucci now running and Phase 3 soon to follow, it is prudent that we get our capacity up. At the same time, that allows us to solicit future endeavors in the City or additional sales outside the City, if we want to pursue those as well. We had Poggemeyer create a proposal that encompasses everything needed on the engineering side. We have to have a PE engineer's stamp on the re-rating of the plant, the blueprints, which is included. There will also be a steel building around it. Engineering during construction and observation are also included in this proposal.

Mr. Hagy asked Mr. Gibboney to explain the impact this construction will have on operations/output. Mr. Gibboney said that as far as output goes, they are currently capped at 2,361 gallons/minute, which is the 3.4 million gallons/day. The only time that is an issue is in peak demand opportunities in the summer. By and large, they are selling 1.6 million gallons/day to Erie County. There is a huge draw on that side and when it is teamed up with a hot summer, that causes a huge draw on the greenhouse side. When they get to a 5.8 million gallons/day capacity, they are projecting that with Mucci built out in full, as well as the proposed beverage facility at the old IAC facility, we are looking at approaching 4 million gallons/day as a peak, so we will still enjoy a 1.8 million gallon/day excess. Mr. Hagy asked if the construction itself will have an impact on operations. Mr. Gibboney said the construction will have an impact only in the sense that because the EPA rating is based on taking one component out of service at any given time, so it is already assumed that we have one basin down for repairs. As long as they do one basin at a time, it will not affect operations. Asked by Ms. Crawford what the timeline is for completion, Mr. Gibboney said it will be done by the end of this year. They will be working with Poggemeyer for about 2 months to finalize engineering, go out to bid, and a couple of months to get all of the materials collected to start construction sometime in the summer. Mayor Artino asked if we will be okay with Mucci and the new business at the IAC facility during construction. Mr. Gibboney said we will be okay this summer. They are hiring a final operator to go to 24/7 operations. In the past, they would go into a drought or water main break situation with their towers already being mid-level or potentially low because they didn't run overnight. Once they go around the clock, they will go into any event with the towers full – that "insurance policy" will be fully stocked with 1 million gallons in the air.

Mr. Claus asked what the little building is over by the water tower on the east side. Mr. Gibboney answered said it is the County's pressure boosting station. The intent of that structure is that it will have a skid pump system that will doesn't create more flow, but creates more pressure. They anticipate that it is going to heighten the pressure as far as Mittiwanga. It will affect all of the neighborhoods on the County side between the City limits and Mittiwanga. Mr. Gibboney spoke to them recently, and learned that they are waiting on the heating and cooling system for that building, which was installed this week. The roof should be installed shortly. The building is located on our property, and the County has existing infrastructure on the site with the master meter and all the valves at that location.



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 1-2021. Members of Council voted as follows:

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

There being a majority vote in favor of adoption, Resolution 1-2021 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

#### **Resolution No. 2-2021**

**Motion by Ms. Crawford that the three-reading rule be suspended and Resolution 2-2021 (A RESOLUTION AMENDING RESOLUTION 2019-54, ADOPTED SEPTEMBER 24, 2019, AUTHORIZING THE CITY MANAGER TO ACCEPT CHANGE ORDER NO. 1 FROM OHM ADVISORS FOR ENGINEERING, DESIGN AND CONSTRUCTION SERVICES RELATING TO THE CONAGRA DRIVE UTILITIES PROJECT IN AN AMOUNT NOT TO EXCEED FIFTEEN THOUSAND SEVEN HUNDRED AND 00/100 DOLLARS (\$15,700.00)) 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:** Crawford, Claus, Tapp, Artino, Dike, Hardy, Hagy (7)  
**NAYS:** None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Resolution 2-2021 placed upon its first reading. The Law Director read the Resolution by its title only.

Mr. Lasko said this change order for the original contract entered into in September of 2019 for the design of utility connectivity at the ConAgra property. That initial contract was for \$66,500. During the design process, there was exploration of the possibility of going through the Norfolk Southern property to bring those utilities into the site, which would potentially generate a construction cost savings to that project. As mentioned in recent Manager's Reports, due to unforeseen circumstances at Norfolk Southern and their timeline for even exploring that as an option, the plan was to move back to the plan to go through the City's right-of-way. Part of that initial contract allowance was utilized, so we would now like to move forward with staying in the City's right-of-way to bring those utilities into the site, finalize the design and actually get to a point where we have bid documents to go out to bid for construction. This is going to address all utilities coming into the site – gas, water, sanitary pump station, underground utilities – and coordination with all of the utility companies. They are looking at bringing this project in for a landing by finalizing the design. We are using a landscaping design allowance of \$7,000 included in the initial contract to offset the cost of this change order from \$22,700 to \$15,700. This will allow them to finalize the design over the spring. Asked by Mr. Dike what the goal date is to bring this to bid, Mr. Lasko said that it could be ready as early as spring. One of the ways in which we would finance the ultimate construction would be through a potential tax increment financing plan on that site. We could move forward immediately with that; however, it makes sense to time that synonymously with finding a developer for that site because that is going to determine the time period during which the City would be having to repay that debt and the revenue stream following it. If we can move quickly with finding a developer for that site and entering into a development agreement/tax increment financing plan is going to help shorten that time in which the City would have to bridge the repayment of the utilities. They are hoping as early as February to go out to RFP to find a developer for the ConAgra property. They understand that it will take a few months to work

through a development agreement with Council and with stakeholders. We can go out to bid in spring, but we may want to delay that a month or two as we try to synch up the timeline between finding a developer and that ultimate revenue stream to repay the debt on this project.

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 2-2021. Members of Council voted as follows:

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

There being a majority vote in favor of adoption, Resolution 2-2021 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

#### **Resolution No. 3-2021**

**Motion by Ms. Crawford that the three-reading rule be suspended and Resolution 3-2021 (A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT AUTHORIZING UNDERGROUND UTILITIES, INC. TO USE PERMANENT PARCEL NUMBER 42-64005.000 TO STAGE EQUIPMENT AND MATERIALS FOR USE IN CONNECTION WITH THE ERIE COUNTY/MITIWANGA REGIONAL PUMP STATION CONTRACT B – CRANBERRY CREEK FORCE MAIN, HURON, HURON & BERLIN TOWNSHIPS, ERIE COUNTY, OHIO) 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:** Crawford, Claus, Tapp, Artino, Dike, Hardy, Hagy (7)  
**NAYS:** None (0)

There being five votes or more in favor, the motion to suspend the three-reading rule passed and Resolution 3-2021 placed upon its first reading. The Law Director read the Resolution by its title only.

Mr. Lasko said this is an allowance for Underground Utilities, Inc., who is working on the force main project Mr. Gibboney just referenced to utilize the City's parcel for materials staging. When they are done, the agreement requires that they return the site to how it was prior to their arrival to eradicate any disturbances to the parcel. This simply allows them to stage on that site and provide us protection from any disturbances.

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 3-2021. Members of Council voted as follows:

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

There being a majority vote in favor of adoption, Resolution 3-2021 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

#### **Resolution No. 4-2021**

**Motion by Mr. Tapp that the three-reading rule be suspended and Resolution 4-2021 (A RESOLUTION AUTHORIZING THE CITY MANAGER, ON BEHALF OF THE HURON POLICE DEPARTMENT, TO ENTER INTO AN AGREEMENT WITH STATEWIDE EMERGENCY PRODUCTS, LLC DBA STATEWIDE MUNICIPAL LEASING FOR THE LEASE-**



**PURCHASE OF FOUR (4) POLICE CRUISERS IN AN AMOUNT NOT TO EXCEED ONE HUNDRED NINETY-FOUR THOUSAND ONE HUNDRED ONE AND 06/100 DOLLARS (\$194,101.06)) 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 4-2021 placed upon its first reading. The Law Director read the Resolution by its title only.

Mr. Lasko said the relates to the purchase of four Interceptor SUV's for the Police Department through a lease purchase process in which the vehicles will be leased for three years and will be purchased at the end of those three years. The total price of \$194,000 and change is comprised of about \$179,000 in acquisition costs, and about \$14,000 in interest payments over those three years. Two of these vehicles were budgeted in 2020, but we held off with the purchases due to the pandemic. The four vehicles are included in our capital equipment replacement plan, so we are happy to move forward with these purchases. Chief Lippert added that this continues their cruiser replacement program. They are now replacing some of the Chargers bought back in 2012 and 2014. It has been his goal to improve the quality of life around here, and this is a piece of that. He really thinks that the last two years has really done that for the officers and improves their work product.

Ms. Crawford asked if we are trading in four sedans for the SUV's. Chief Lippert said we will get the four new SUV's and take three sedans out of service. We are hiring two officers this year – one is a replacement and one is a new position that will be used for the new officer. The City has a use for all the sedans, he believes. Mr. Lasko said that they have discussed repurposing 1 or 2 of the vehicles for zoning inspections and code compliance/inspections. The Zoning Inspector is currently using her own vehicle.

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 4-2021. 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 4-2021 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

**Resolution No. 5-2021**

**Motion by Mr. Dike that the three-reading rule be suspended and Resolution 5-2021 (A RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT THE PROPOSAL AND ENTER INTO AN AGREEMENT WITH OHM ADVISORS FOR THE PROVISION OF PROFESSIONAL ENGINEERING SERVICES PROVIDED TO THE CITY OF HURON AT A COST NOT TO EXCEED ONE HUNDRED SEVENTY THOUSAND FIVE HUNDRED TWENTY AND 00/100 DOLLARS (\$170,520.00) FOR THE CONTRACT TERM OF FEBRUARY 1, 2021 THROUGH DECEMBER 31, 2022) 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 5-2021 placed upon its first reading. The Law Director read the Resolution by its title only.

Mr. Lasko said the City has historically been under contract with OHM Advisors going back to 2011. Most recently, the contract expired at the end of 2020, and that contract was extended through January 2021. One of the changes in this new proposed contract include elimination of zoning services, which will now be handled in-house through an employee of the City. They will continue to provide 24 hours per week in general engineering services to the City. With the removal of the zoning services, the annual fee dropped from roughly \$126,000/year to \$84,000/year in 2021. We are looking forward to those changes. Mr. Lasko said there are a lot of terms and conditions in the agreement (it went from 2 pages of terms and conditions to roughly 23 pages), but he thinks that is a testament to the work Mr. Schrader and team have put in, and it shows the commitment OHM has to the City and how much they value the relationship. We are excited to be able to move forward with them acting as the City's engineer until December 31, 2022.

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 5-2021. 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 5-2021 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

#### **Resolution No. 6-2021**

**Motion by Mr. Hardy that the three-reading rule be suspended and Resolution 6-2021 (A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH AMP TRANSMISSION, LLC FOR THE PROVISION OF OPERATIONS AND MAINTENANCE SERVICES RELATING TO CERTAIN 69 KILOVOLT ("kV") FACILITIES AND ASSOCIATED EQUIPMENT LOCATED AT 1100 RYE BEACH ROAD, HURON, OHIO) 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 6-2021 placed upon its first reading. The Law Director read the Ordinance by its title only.

Mr. Spafford said the agreements authorized by this resolution (Resolution No. 6-2021) and the next one (Resolution No. 7-2021) could have future changes because we need to have our insurance agent review the insurance provisions. We will work with legal counsel if there are subsequent modifications before the agreements are signed. Mr. Schrader indicated that is also stated in Section 1 of the resolution – subject to the City's legal counsel review of insurance provisions.

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 6-2021. 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 6-2021 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

#### **Resolution No. 7-2021**

**Motion by Mr. Hardy that the three-reading rule be suspended and Resolution 7-2021 (A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO AN INTERCONNECTION AGREEMENT WITH AMP TRANSMISSION, LLC RELATING TO 69 KILOVOLT (“kV”) FACILITIES AND ASSOCIATED EQUIPMENT LOCATED AT 1100 RYE BEACH ROAD, HURON, OHIO) 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 7-2021 placed upon its first reading. The Law Director read the Ordinance 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 7-2021. 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 7-2021 was adopted. The Resolution as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

#### **Ordinance No. 2021-2**

**Motion by Mr. Hagy that the three-reading rule be suspended and Ordinance 2021-2 (AN ORDINANCE AMENDING ORDINANCE NO. 2020-34, ADOPTED DECEMBER 8, 2020, TO PROVIDE FOR SUPPLEMENTAL APPROPRIATIONS FROM THE GENERAL FUND AND OTHER FUNDING SOURCES 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 2021-2 placed upon its first reading. The Law Director read the Ordinance by its title only.



**Motion by Mr. Hagy that Ordinance 2021-2 be placed as an emergency measure.**

The Mayor asked if there was any discussion on placing Ordinance 2021-2 as an emergency. There being none, the Mayor directed the Clerk to call the roll on the motion. 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 2021-2 was placed as an emergency measure.

Mr. Swaisgood this ordinance includes a supplemental appropriation measure and also a cash transfer between funds. The supplemental appropriation is related to a \$100,000 transfer out of the Water Fund into the Capital Fund. The reason for this transfer is to square up – as Mr. Swaisgood was doing the cash transfer for the quarter, he noticed there was one error in the budget on cash transfers out from the Water Fund didn't match cash transfers in on the capital side – that was his mistake. This is an increase on the budget expenditure side to allow for \$150,000 total to be transferred out of the Water Fund into the Water Capital Fund throughout the year as originally budgeted and discussed during the last budget season. The cash transfers between funds for budgeted quarterly transfers related to capital debt, pension, IT costs and payroll and employee benefit reserves. In addition, at the end of last year Council approved the creation of a Parks & Recreation Fund (Fund 207), which will replace the Parks Fund (Fund 208) and the Recreation Fund (Fund 209). The total transfer out from those funds, being the remaining cash balances, total \$333,000 and those funds will be closed once the transfer is approved and completed into Fund 207.

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 2021-2. 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 2021-2 was adopted. The Ordinance as adopted was signed by the Mayor and Clerk of Council and will take effect immediately.

**City Manager's Discussion**

Mr. Lasko spoke on several topics:

- Work Session. We are anticipating a work session two weeks from now on February 9<sup>th</sup> related to potential corridor layouts or Route 6 Phase 2 at 5:30pm. We will have representatives from OHM Advisors there with visuals, as well, for that work session.
- Agreements with Erie Soil & Water Conservation District. At the end of January, we had a contract expire with the Erie Soil & Water Conservation District. They have been assisting the City with stormwater management services. While we do intend to move forward with them, we agreed to let the contract lapse as they are awaiting guidance from the US EPA as relates to what is going to be required in upcoming permits so that we can be sure to work that into the next scope of work with them. We have a firm commitment from Erie Soil & Water that they are going to continue to work on the City's behalf in the meantime. We hope to bring that to Council in the upcoming weeks.
- Sawmill Parkway. Mr. Lasko is looking for a consensus for moving forward. Sawmill Parkway was identified as the worst conditioned street during the Pavement Condition Analysis conducted by OHM Advisors, scoring 2 out of 100. The City attempted most recently to apply to EDA for funding in the amount of \$2 Million to help fully reconstruct that roadway as part of a larger \$3.4 Million project. We found out recently that that application has been denied among very stiff



competition for those funds. The City must now determine the best path forward for Sawmill Parkway. It is a critical piece of structure that we need to repair – Stride Mobility is building in the Parkway, MOCO is about to build on the Parkway and Ardaugh recently advised the City that they expect upwards of 100 tractor trailers driving that thoroughfare on a daily basis. There are two possible paths forward for making repairs to Sawmill Parkway. The first would be what he called a “Band Aid” which would be a \$1.9 Million project which would include installation of 6-inch underdrains since about 2/3 of the Parkway has no drainage along the corridor, further exacerbating the issues. It would also replace very select portions of the concrete that are not able to be patched or repaired. There would be a 2” milling of the surface and then the entirety of the thoroughfare would have 4” of concrete laid over it. It should be noted that the lifespan of this project is 10-12 years. The other option, which the City attempted to fund a few months ago, is the full reconstruction. That is a \$3.4 Million project that includes the installation of the same underdrains, full removal of all concrete, installation of 1” of subgrade materials (Sawmill Parkway currently has no subgrade material supporting it), installation of a 6” stone base, installation of 8” of new concrete, new curbs and storm sewers. The lifespan of that project is anywhere from 20-30 years, which is substantially longer than the other option. With the Band Aid fix, it is possible that we are going to see cracking, as well, 6-8 years in with the amount of traffic on that thoroughfare. From a funding standpoint, the City already has a commitment of \$412,500 from OPWC regardless of which project we decide to move forward with. We are also in conversations with Jobs Ohio and Commerce at the State level about a potential commitment regardless of which option we take, which should be anywhere between \$400,000-\$800,000. Knowing those numbers, the interim fix would require commitment of a local match of \$700,000 - \$1.1 Million. The full reconstruction would require a commitment of a local match of \$2.2 Million - \$2.6 Million. Even knowing that increased cost, staff prefers to attempt, with Council’s blessing, to take additional time to explore and find a funding mechanism for the full reconstruction. We think that is the best path forward. We do have future options of putting in tax increment financing plans along businesses on that thoroughfare to help with that local match. With that in mind, Mr. Lasko asked for Council’s feedback on the idea of continuing to look for additional revenue, which could include a revamped conversation with EDA by applying for their “normal” pot of funding. Mr. Critelli added there is the unknown of the subgrade conditions. Without proper treatment of that, the effectiveness of the overlay treatment is unknown. Mr. Tapp said that the Band Aid approach worries him, and doesn’t think that it would last 10 years with 100 trucks per day – he is all for staff finding whatever they can to do it right the first time. Mr. Dike asked what the additional cost would be to also install infrastructure for Huron Public Power. Mr. Lasko said that staff does have OHM revising the budget to installation of conduit for eventual connection to Huron Public Power. Mayor Artino said that would just make sense while we have it open. Mr. Dike said that area provides a lot to the City with all of the jobs, with more to come. It is his opinion that we should try to go full bore and do everything. Mayor Artino asked Mr. Lasko to talk about how this would be paid back. Mr. Lasko said if we went with the full reconstruction project, what would typically happen is bonds would be issued. If those bonds are issued through a TIF structure, it could be industrial revenue bonds where the future real estate taxes on developments within that TIF district would go to the County and it would be diverted back to the City to retire the debt on the project. As part of exploring this project, and assuming Council opts to go forward with full reconstruction, we likely would bring forward a TIF plan (with input from the School District) on the Parkway and abutting area, before Council for consideration. Mr. Hagy asked if that TIF would apply only to new businesses, or legacy also. Mr. Lasko said that TIF would apply only to new investments. Mayor Artino asked if Ardaugh could be prior to that. Mr. Lasko said they could be – improvements or expansions could be TIFed, but not their current purchase. Ms. Crawford asked when the next regular non-stimulus funding cycle would be. Mr. Lasko answered that the EDA’s traditional pot of money has a rolling application – there is no specific deadline. In the potential new stimulus package, he believes EDA is also going to be allocated \$300 Billion (or Million, they weren’t sure). Ms. Crawford asked if



the City was forced to go with the \$1.9 Million Band Aid project, and as that deteriorates and we go to the full-blown reconstruction, if any of that \$1.9 Million really helps with the full reconstruction? Mr. Green answered that the entire roadway would have to be removed. Mr. Hagy asked if staff is asking for more time to look for money from new sources. Mr. Lasko said staff is looking more for a consensus on the direction to take. We do have a less expensive path forward, but OHM and staff's strong recommendation is to take a few additional months to reapply to the EDA, consider TIF legislation throughout that corridor, and propose moving forward with the full reconstruction. Mr. Lasko wanted to make sure that there was consensus on taking a little more time to do the full reconstruction. Mayor Artino asked if we will ever get to a point where all the traffic on that road impacts the cost of the project, and is there any way it can get done before all of the Ardaugh traffic starts. Mr. Green answered that they would do one side of the street at a time in either case, and would use a temporary traffic signal on either end of the work zone. Ms. Crawford asked if there was any way to avoid spring and/or fall when South Shore Marine traffic increases – Mr. Green answered that traffic would be maintained. Mayor Artino asked if the project would be asphalt or concrete. Mr. Green answered that there is no approach where asphalt makes sense.

- Route 6 Objection Criteria for Road Diet. Mr. Lasko said that Council had asked for criteria for measuring reduction in conflicts between bicyclists and vehicles, reductions in speed limit along the thoroughfare, etc., so he asked Russ to briefly speak to what that looks like in terms of metrics to be measures over the upcoming months. Mr. Critelli we applied temporary pavement markings for the road diet, and it was understood that we would have to do some sort of analysis as to its success. Mr. discussed the handout setting forth the criteria for the road study to be conducted by OHM (see Huron – Road Diet handout attached hereto as Exhibit A). Mr. Critelli stressed that the road diet is not a deviation or modification unique to this project – it meets all Transportation Research Board, Federal Highway Administration, etc. criteria. They will do their best attempt to utilize all past data we have, traffic lines, speeds, time delays, crash accidents, etc. At the end of the day, there will be engineering data to support OHM's recommendation to Council. This recommendation for the reduced lane configuration was part of the preliminary engineering analysis brought forward prior to the design phase – it was an understood potential opportunity to take four lanes past conditions to where we are now. It is an extensive process to evaluate each intersection, turning movements, speeds, accident data. They will physically have people out there, as well as using automation, and then they will perform the analysis. They anticipate having all of this completed by May. Mr. Tapp said he is concerned that the trial period over the winter really doesn't really do much good because our heavy traffic times are June, July and August. Mr. Critelli said the project has a date for completion of where we are now. This option that was introduced was not part of the contract legal documents. We have not created a temporary condition within the existing design and construction timelines. Those timelines have been set by the funding set associated with the project. Ideally, the analysis would be done at the times that everyone felt is most appropriate. Unfortunately, we are working within the constraints of this window. We will use the peak AM and PM times, and we will try to work within that spring window to best collect data. Mr. Tapp said that the data that is going to be collected isn't going to speak to what's truly there. Mayor Artino said Council set the date of June 1<sup>st</sup> – if we want to move that, it's up to Council. Mr. Critelli said that they can flex that they study the project if ODOT's contractual requirements are met. We don't want to violate those windows. He doesn't disagree that the winter time is not the best time to collect data. If there is a desire to extend this timeline, we would have to work that through ODOT and the MPL. Mr. Dike asked if ODOT can overrule Council's decision to keep the 4 lanes – who has the final say? Mr. Critelli answered that Council has the final decision. In the end, the community can make their own decision, but if it is in contradiction with the engineering recommendation and the associated conditions of that recommendation, they can withhold funding. Mr. Spafford said that ODOT has acknowledged that this is a temporary transition and acknowledged the trial period. At the end of the day, he thinks ODOT prefers that



we stick with the road diet, but ultimately, it is a 4-lane project and can revert back to that. Mr. Critelli said that the feedback we are collecting is what ODOT likes to see when giving their approval. Mr. Claus said the traffic data will be comparing like months to like months from previous years, which Mr. Critelli confirmed – they are going to use the typical best practices for traffic analysis so that your data is the best it can be. Mr. Critelli said that, statewide, any data collection and the analysis of that data has factors that are put into the analysis that are seasonal, etc. Mr. Tapp again said that he doesn't think that they can come to a true analysis on the traffic pattern out there for bikes and pedestrians unless it is during the summer months. Ms. Crawford said there is also Phase 2 to take into consideration, and asked where the bike lane begin west of Williams. Mr. Critelli said the bike lane would start at Center Street. Ms. Crawford asked if there is a way, as we are analyzing this, to give any credence to would it make more sense to a motorist when Phase 2 is finished, that the bike lane begins at Center Street. Part of the confusion is you are driving along in 2 lanes and then there it is. When it begins at Center Street, it's a little bit more logical. Data is data, but once Phase 2 is completed, it looks different if we continue a bike lane starting at Center Street heading from west to east. Mr. Claus said that coming in from the west is the worst condition right now with the way it changes. We also talked previously that most likely coming from the west will be choked down to one lane anyway, at least that is what was discussed – it would be much easier right now if people were already funneled down to one lane when they hit Center Street. That's an awkward spot that would be corrected with Phase 2. Mr. Critelli said that he doesn't disagree. The complexity of this is that we have an existing design project that according to ODOT was a 4-lane paving project, and we have temporarily restriped it to the road diet scenario. We are still within the limits of the current contract for Phase 1. ODOT is going to want closure – we need to determine what the window is. Continuity and consistency and the analysis of it are all important. The challenge is that we introduced a scenario as an experiment and we are trying to bring forward the best data to help make that decision at the end of the day that this is good. The past traffic study was done and ended with the recommendation for the road diet. Mr. Hagy said we can't change the clock, but we could do the study and only go to Williams Street to take into account there would be a bike lane. Mr. Tapp said we could put an extension on the trial period. Mr. Critelli said he is hearing that Council want to extend, but he will have to discuss it with ODOT to see if we can extend the window to make sure the community can make the best decision and have the best product. Mr. Claus said we should look to see what it would mean to bump it back to the end of June or middle of July – he doesn't know if we can give it the whole summer. We also talked about having a public hearing, and they are going to come in and say the winter is not a good time to do a traffic analysis on bikes and pedestrians. It may be something we can talk about at the Safety Committee. Mayor Artino said we will find out what we can do as far as extending the time for the study. Council can still make a decision to vote on this in July or August, regardless of when the study is completed. Mr. Claus said the application of the permanent striping is part of the current contract, which will have to be closed out. Mayor Artino asked if we could do temporary striping on the portion of Route 6 where the bike lanes would continue. Mr. Spafford said that we would have to run that by ODOT – it would be ideal because you would have consistency in the traffic pattern. Mr. Critelli stressed that we want the best product out there for Phase 1 and Phase 2. Mr. Spafford said it is unfortunate that Phase 1 ended at Williams Street, with only one more block to go before it turns into limited access highway. Mayor Artino suggested that we appeal to them as a safety matter. Mayor Artino said that some of the paint at the crosswalks is coming off. Mr. Spafford said that all paint is temporary, except for the red on the crosswalks. Mr. Critelli said that if we go with the road diet, part of the pavement painting plan would be to consider other improvement for marking the bike lanes. The temporary striping was done minimally to save cost and in case the City chooses to go back to four lanes. There are multiple options for striping for the demarcation between the vehicle and bicycle lanes.



### Mayor's Discussion

Mayor Artino thanked everybody that is working on the transient rental legislation – there's quite a bit involved and he knows that we will get it done. He appreciates everybody's time with that. He wants to make sure that we get Chief Lippert's input on that, and anybody else who is on that committee. He thanked the Water Department – we had that water main break on Berlin Road and everything is repaired. Mr. Gibboney said they had 3 main breaks over the past 4 days.

### For the Good of the Order

- **Ms. Crawford** – Thanks to team that worked on the AMP-T sale and to the Water Department – they are unsung heroes. There is a Safety Committee meeting tomorrow at 5:00pm.
- **Mr. Claus** – Thanks to team that worked on the AMP-T sale and to the Water Department. Congratulations to OHM on their contract renewal, and he appreciates all of their efforts – thanks to Doug and Russ for keeping us moving forward from an engineering standpoint, and looks forward to continued success.
- **Mr. Tapp** – Thanks to the people that worked on the AMP-T sale and staff – Matt Lasko, Mike Spafford and Cory Swaisgood, everyone in the Legal Department. Great job to Jason Gibboney – we probably have one of the best Water Department's around – you have done tremendous things there. Thanked the Franks and extended thoughts and prayers to the family and he wishes the very best for Charlie on his surgery on the 29<sup>th</sup>.
- **Mr. Hardy** – Nothing.
- **Mr. Hagy** – Kudos to the team that put together the AMP-T sale – a lot of work went into that. Kudos to Jason Gibboney and his team for looking over the horizon to make sure we are set for the increased demand.
- **Mr. Dike** – Thank you to everyone and have a nice couple of weeks.
- **Mayor Artino** – Mr. Spafford is not leaving to go to work for the Sandusky Register.

### Executive Session

The Mayor said that there would be no executive session.

### Adjournment

**Motion by Ms. Crawford 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: Crawford, Claus, Tapp, Dike, Artino, Hardy, Hagy (7)**

**NAYS: None (0)**

There being more than a majority voting in favor of the motion, the Mayor declared the meeting of January 26, 2021 adjourned at 7:52pm.

  
Terri S. Welkener, Clerk of Council

Adopted: 23 FEB 2021

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

## HURON – ROAD DIET

### STUDY CRITERIA

The overall purpose of this traffic study is to provide a detailed examination and analysis of US 6 as it relates to the recent addition of the new bike lanes. The intent is to provide a quantitative approach which will allow the City of Huron to make the ultimate decision of maintaining or removing the bike lane based on the engineering analyses completed. To accomplish this, the study will be broken down and analyzed under the following three primary components:

1. Data Collection – The focus of this is to obtain raw data as it relates to vehicles, pedestrians, and bicycles currently utilizing US 6. The data acquired will include volumes, speeds, and crash related information.
2. Traffic Operations – Once the data collection is completed, an analysis will be conducted for US 6 with the newly added bike lane, and without. The results of this analysis will be in the form of anticipated delay to be experienced by the average motorist at each of the major intersections along the corridor.
3. Safety Analysis – Crash data will be obtained along US 6 since the bike lane has been added and include a comparison to crashes that occurred prior to the bike lane being implemented.

Additional information for all three components can be found in the following narrative.

### DATA COLLECTION

Data collection will be conducted by completing a series of counts of the existing entities utilizing the roadway throughout the study area. This count will include vehicles, pedestrians, and bicycle traffic during specified times and at specific locations throughout the day. For purposes of this study, two different styles of counts will be completed. These are Turning Movement Counts (TMC), and Average Daily Traffic (ADT) counts.

TMC's will be completed using traditional style count boards or video and will be conducted at the locations shown below. The information acquired during these counts is related to the number of Vehicles, Pedestrians, and Bicycles utilizing these locations during the AM Peak and PM Peak during the day. These counts will focus not only on the volume but also the direction in which these entities are traveling through intersections. The AM Peak and PM Peak are chosen because they typically represent the highest concentrated volume throughout any given day. A summary of this data will be provided in a table format shown below.

TRAFFIC VOLUME CHART - AM/PM Peak												
Intersection	Eastbound			Westbound			Northbound			Southbound		
	Vehicular Volume	Bicycle Volume	Pedestrian Volume	Vehicular Volume	Bicycle Volume	Pedestrian Volume	Vehicular Volume	Bicycle Volume	Pedestrian Volume	Vehicular Volume	Bicycle Volume	Pedestrian Volume
US 6 / Williams St	-	-	-	-	-	-	-	-	-	-	-	-
US 6 / Main St	-	-	-	-	-	-	-	-	-	-	-	-
US 6 / Huron St	-	-	-	-	-	-	-	-	-	-	-	-
US 6 / River Rd	-	-	-	-	-	-	-	-	-	-	-	-
US 6 / Tiffin Ave	-	-	-	-	-	-	-	-	-	-	-	-
US 6 / Tiffin Ave	-	-	-	-	-	-	-	-	-	-	-	-
US 6 / Commerce Pl	-	-	-	-	-	-	N/A	N/A	N/A	-	-	-
US 6 / Berlin Rd	-	-	-	-	-	-	-	-	-	-	-	-

ADT counts will be completed using traditional style tube traffic counters or video and will be conducted at a specified location along US 6. The information that will be obtained includes volume and speed related data for Vehicles and Bicycles over a 24 hour period. A summary of this data will be provided in a table format shown below.



## HURON – ROAD DIET

US 6 AVERAGE DAILY TRAFFIC (ADT)						
Location	Eastbound			Westbound		
	Vehicular Volume	85th Percentile Speed	Bicycle Volume	Vehicular Volume	85th Percentile Speed	Bicycle Volume
US 6	-	-	-	-	-	-

In conjunction with the above-described counts, any existing data available will be compiled as it relates to previously conducted traffic studies and counts in order to develop comparisons between the two.

### TRAFFIC OPERATIONS

Once the appropriate data collection is completed, an analysis will be conducted for two primary conditions. These conditions are related to the new configuration (with bike lane) and the previous condition (without the bike lane). The analysis conducted will be related to Level of Service (LOS) and be in accordance with the Transportation Research Board's Highway Capacity Manual (HCM).

The LOS of an intersection is based on factors such as number and types of lanes, intersection controls such as STOP signs or traffic signals, traffic volumes, pedestrian volumes, etc. LOS is expressed as a letter grade, in a range from A through F. In this context, 'A' represents the best conditions, with very little or no average delay to vehicles. LOS 'F' is the worst of conditions, equated with very large average delays and few gaps of acceptable length. The following tables identify LOS criteria.

An intersection LOS 'D' is considered by many traffic study professionals to be the minimum acceptable condition in an urban/suburban area.

Level of Service Criteria for Signalized Intersections		
Level of Service	Average Delay/Vehicle (seconds)	Description
A	Less than or equal to 10	Most vehicles do not stop at all. Most arrive during the green phase. Little or no delay.
B	> 10 to 20	More vehicles stop than for LOS A. Still good progression through lights. Short traffic delays.
C	> 20 to 35	Significant numbers of vehicles stop, although many pass through without stopping.
D	> 35 to 55	Many vehicles stop. Individual signal cycle failures are noticeable. Progression is intermittent.
E	> 55 to 80	Considered to be the limit of acceptable delay. Individual cycle failures are frequent and progression is poor.
F	>80	Extreme and unacceptable traffic delays.

SOURCE: Transportation Research Board, Highway Capacity Manual, Current Edition.

## HURON – ROAD DIET

Level of Service Criteria for Unsignalized Intersections		
Level of Service	Average Delay/Vehicle (seconds)	Description
A	0 to 10	Little or no delay, very low main street traffic
B	> 10 to 15	Short traffic delays, many acceptable gaps
C	> 15 to 25	Average traffic delays, frequent gaps still occur
D	> 25 to 35	Longer traffic delays, limited number of acceptable gaps
E	> 35 to 50	Very long traffic delays, very small number of acceptable gaps
F	>50	Extreme traffic delays, virtually no acceptable gaps in traffic

SOURCE: Transportation Research Board, Highway Capacity Manual, Current Edition.

Once the analysis is completed, the summary of data will be compiled into the following table.

LEVEL OF SERVICE (LOS) COMPARISON CHART - AM/PM Peak												
Intersection	Condition	Signal Cycle Length (sec)	Eastbound		Westbound		Northbound		Southbound		Overall Intersection	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
US 6 / Williams St	Without Bike Lane	N/A	-	-	-	-	-	-	-	-	-	-
	With Bike Lane	N/A	-	-	-	-	-	-	-	-	-	-
US 6 / Main St	Without Bike Lane	-	-	-	-	-	-	-	-	-	-	-
	With Bike Lane	-	-	-	-	-	-	-	-	-	-	-
US 6 / Huron St	Without Bike Lane	N/A	-	-	-	-	-	-	-	-	-	-
	With Bike Lane	N/A	-	-	-	-	-	-	-	-	-	-
US 6 / River Rd	Without Bike Lane	N/A	-	-	-	-	-	-	-	-	-	-
	With Bike Lane	N/A	-	-	-	-	-	-	-	-	-	-
US 6 / Tiffin Ave	Without Bike Lane	N/A	-	-	-	-	-	-	-	-	-	-
	With Bike Lane	N/A	-	-	-	-	-	-	-	-	-	-
US 6 / Commerce Pl	Without Bike Lane	N/A	-	-	-	-	N/A	N/A	-	-	-	-
	With Bike Lane	N/A	-	-	-	-	N/A	N/A	-	-	-	-
US 6 / Berlin Rd	Without Bike Lane	-	-	-	-	-	-	-	-	-	-	-
	With Bike Lane	-	-	-	-	-	-	-	-	-	-	-

Acceptable LOS: LOS A - LOS D

Non-Acceptable LOS: LOS E - LOS F

### SAFETY ANALYSIS

The last major component of the Road Diet Study will focus on safety. With this, crash data throughout the study area will be obtained for the purpose of analysis between the two conditions listed above. Those being related US 6 with the bike lane, and without it. This data will be used to determine if the bike lane condition currently in place has been advantageous or detrimental to the study area.