

THE CITY OF HURON, OHIO
Proceedings of the Huron City Council
Work Session of Tuesday, September 22, 2026 at 5:30pm

I. Call to Order

Mayor Tapp called the Council Work Session to order on Tuesday, September 22, 2026, at 5:30 PM in the City Council Chambers, 417 Main Street, Huron, Ohio 44839.

II. Roll Call

Present: Councilmember Joe Dike, Councilmember Sam Artino *, Mayor Monty Tapp, Councilmember Mark Claus, Councilmember Tom Harris, Councilmember Joel Hagy

Absent: Vice-Mayor William Biddlecombe

*Note: Councilmember Artino arrived after roll call (5:32pm) was initially conducted and was noted as present for the record during the meeting.

III. Old Business

No old business was presented.

IV. New Business

IV.1 Review of Lake Erie Parkway Connector Project Plans (PID 125500)

City Manager Stuart Hamilton presented the Lake Erie Parkway Connector Path project (PID 125500), which proposes the construction of a concrete and asphalt multi-use pathway along Lake Erie Parkway. The pathway would connect the existing Lake Shore Electric Trail to the future US 6 Connectivity Corridor and is anticipated to span approximately 1,800 linear feet. The pathway width will vary between 8 and 11 feet depending on right-of-way constraints, narrowing to 8 feet where it joins existing trails and widening to 11 feet in areas with greater available space. The project also includes updated curb ramps, improved accessibility features, and additional lighting along the pathway to ensure public safety.

City Manager Hamilton explained that the project requires two easements—one from Goodwill and one from the adjacent gas station (Hy-Miler)—and that, because this is an ODOT-administered project, a federally compliant process must be followed. This requires the City to engage a qualified, ODOT-approved third-party real estate representative to conduct property evaluations and negotiate with the respective businesses. City Manager Hamilton noted that both local business contacts had been approached and appeared receptive, though final decisions would rest with their corporate leadership. The cost of the third-party easement process is included within the overall project budget and subject to the same 90/10 funding split.

The total estimated project cost is \$632,300, of which \$533,000 is covered by grant funding, resulting in a maximum local share of approximately \$99,300 on a 90/10 split basis. City Manager Hamilton emphasized that this project would not be undertaken without the grant funding in place. The project falls within ODOT's fiscal year 2028 budget, which begins in July 2027, with construction expected to commence at that time and run through approximately October 2027.

Council discussion touched on the route alignment and pedestrian crossing at the roundabout, which is part of the broader ODOT Sandusky Bay Pathway connectivity project rather than this local project. City Manager Hamilton confirmed the chosen path avoids multiple conflict zones along Lake Erie Parkway and Cleveland Road West, including high-traffic driveways and the adjacent food establishments, which he characterized as a deliberate and safety-driven design decision. Council

members acknowledged the routing behind the businesses as the preferred approach, noting that neither Goodwill nor Hy-Miler would lose parking spaces under the current design. City Manager Hamilton expressed confidence that both businesses would benefit from increased foot traffic generated by the pathway.

City Manager Hamilton further noted that this project represents a critical missing link in the City's multi-use trail network, and that the Jim Campbell Boulevard multi-use pathway, if ultimately constructed, would serve as the final connection to create a continuous, city-limits-to-city-limits corridor, removing bike and pedestrian traffic from local roads such as Cleveland Road West and Ohio Street.

IV.2 Review of Jim Campbell Blvd. Crosswalk Project Plans

City Manager Hamilton presented the Jim Campbell Boulevard Enhanced Crosswalk Project (PID 125707). The project involves the installation of an enhanced pedestrian crosswalk, approximately 170 feet in length, at the intersection of Jim Campbell Boulevard and the pedestrian bridge connecting to the Lake Shore Electric Trail. The crosswalk will feature solar-powered Rectangular Rapid Flash Beacons (RRFBs) equipped with passive pedestrian detection technology. When a pedestrian steps onto the ADA-compliant landing pad, the crossing beacons will activate automatically, and an additional westerly warning sign positioned ahead of a bend in the roadway will also illuminate, providing advance warning to approaching drivers.

The project scope includes removal and replacement of existing asphalt at the trail and pedestrian bridge intersection, creation of a clearly defined landing area, installation of a curb ramp on the east side of the crossing, and placement of curbing for vertical protection of the pathway surface. Advanced signage and street lighting in accordance with the City's standard fixtures will also be installed. The crosswalk is designed as a multi-use crossing in anticipation of a future multi-use pathway along Jim Campbell Boulevard.

City Manager Hamilton noted that trees on the school's corner property must be removed to establish adequate sight lines, and that Huron City Schools has agreed to remove those trees outside of the project scope so as not to delay construction. The schools expressed support for the project overall.

Councilmember Joe Dike raised several questions, including concerns about emergency vehicle access through the modified driveway on the east side. City Manager Hamilton confirmed the driveway would be set at 24 feet wide, which is a sufficient standard width for emergency access. Councilmember Dike also inquired about the possibility of relocating the crossing further north on Jim Campbell Boulevard to address sight distance concerns related to the bend. City Manager Hamilton explained that moving the crossing north would require the removal of the existing trail alignment and a significant portion of parking, and that the additional safety features incorporated into the current design were deemed sufficient to mitigate the bend's visibility challenges. Councilmember Dike also sought clarification on the definition and purpose of a multi-use pathway, which City Manager Hamilton described as a typically 11-foot-wide asphalt path accommodating pedestrians, cyclists, and electric micro-mobility devices, designed to remove that traffic from active roadways.

Council members expressed general support for the project, acknowledging it as one of the most-requested safety improvements in the community, particularly given the volume of students and trail users crossing Jim Campbell Boulevard at that location. A question was raised regarding whether the street parking near the crossing had been accounted for in terms of sight line clearance for the flashing beacons; City Manager Hamilton acknowledged the concern and confirmed the design team would need to ensure adequate visibility even with vehicles parked near the crossing, with yellow curbing extended further if necessary.

Councilmember Tom Harris observed that between the two projects, the City's combined financial obligation is approximately \$200,000, which the Council viewed favorably given the total combined

project value. City Manager Hamilton reiterated that ODOT's willingness to fund projects on local streets—rather than solely state routes—reflects the agency's recognition of the value these improvements bring to the community, and that neither project would be feasible without the grant funding secured.

The total estimated cost for the Jim Campbell Boulevard crosswalk project is \$234,750, with grant funding of \$159,750, leaving a local share of approximately \$75,000. The project is also scheduled for construction in 2027.

V. Adjournment

Motion

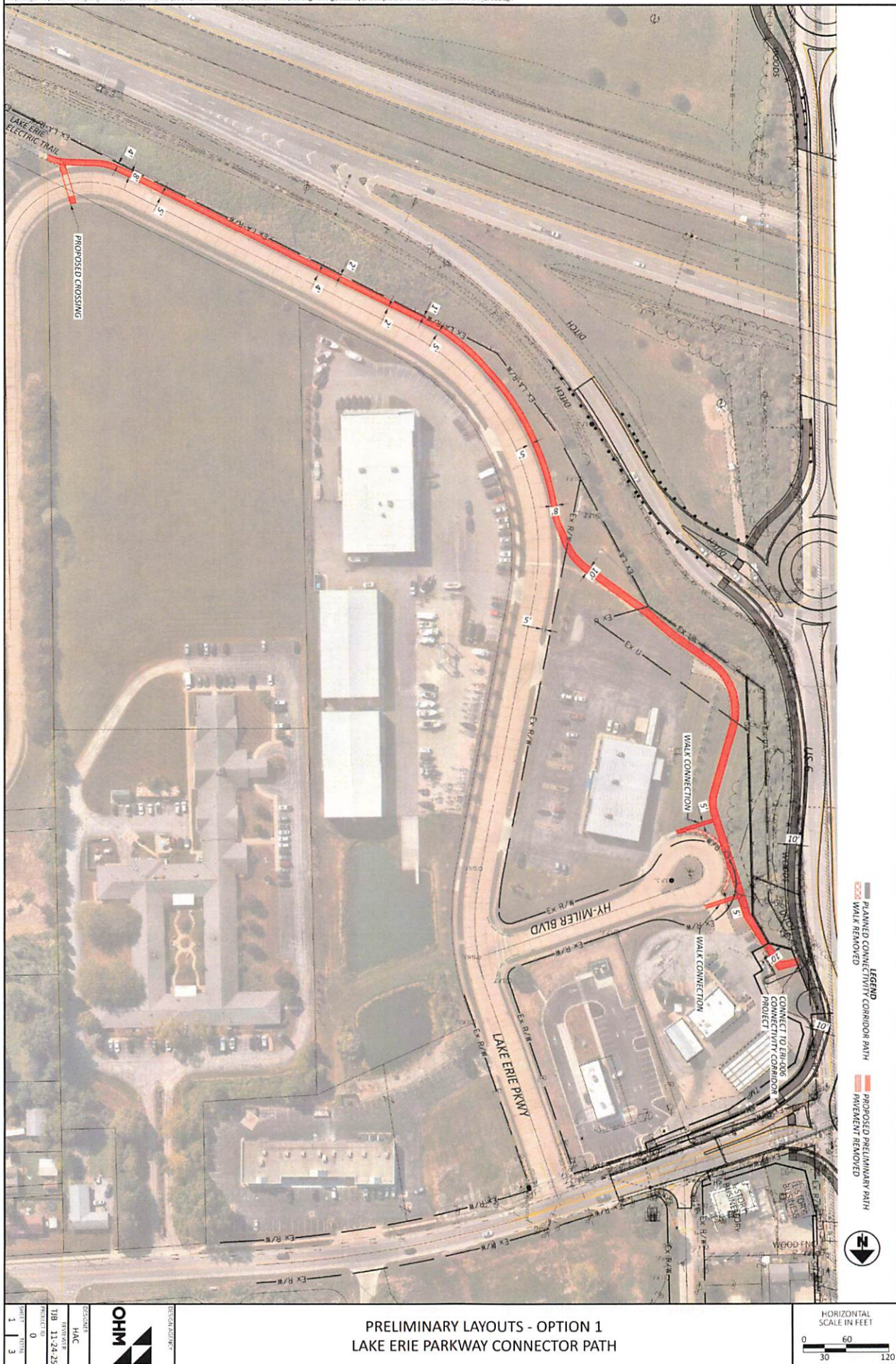
A motion to adjourn the Council Work Session was made by Councilmember Claus. The motion was approved upon roll call vote: Claus — Yes; Harris — Yes; Artino — Yes; Hagy — Yes; ; Dike— Yes; Tapp — Yes.

The meeting was adjourned.

13 OCT 2026

Adopted: _____


Terri S. Welkener, Clerk of Council



Enhanced Pedestrian Crosswalk at Jim Campbell Blvd

City of Huron, Ohio

Abbreviated Safety Funding Application

Background

The City of Huron has the multimodal Lake Shore Electric Trail running parallel to US 6 from Lake Erie Parkway to Jim Campbell Boulevard. The City would like to improve the eastern terminus of the Lake Shore Electric Trail to allow a safe crossing to the existing sidewalk, which connects to Huron High School and a larger sidewalk network. Figure 1 shows the Project Location.

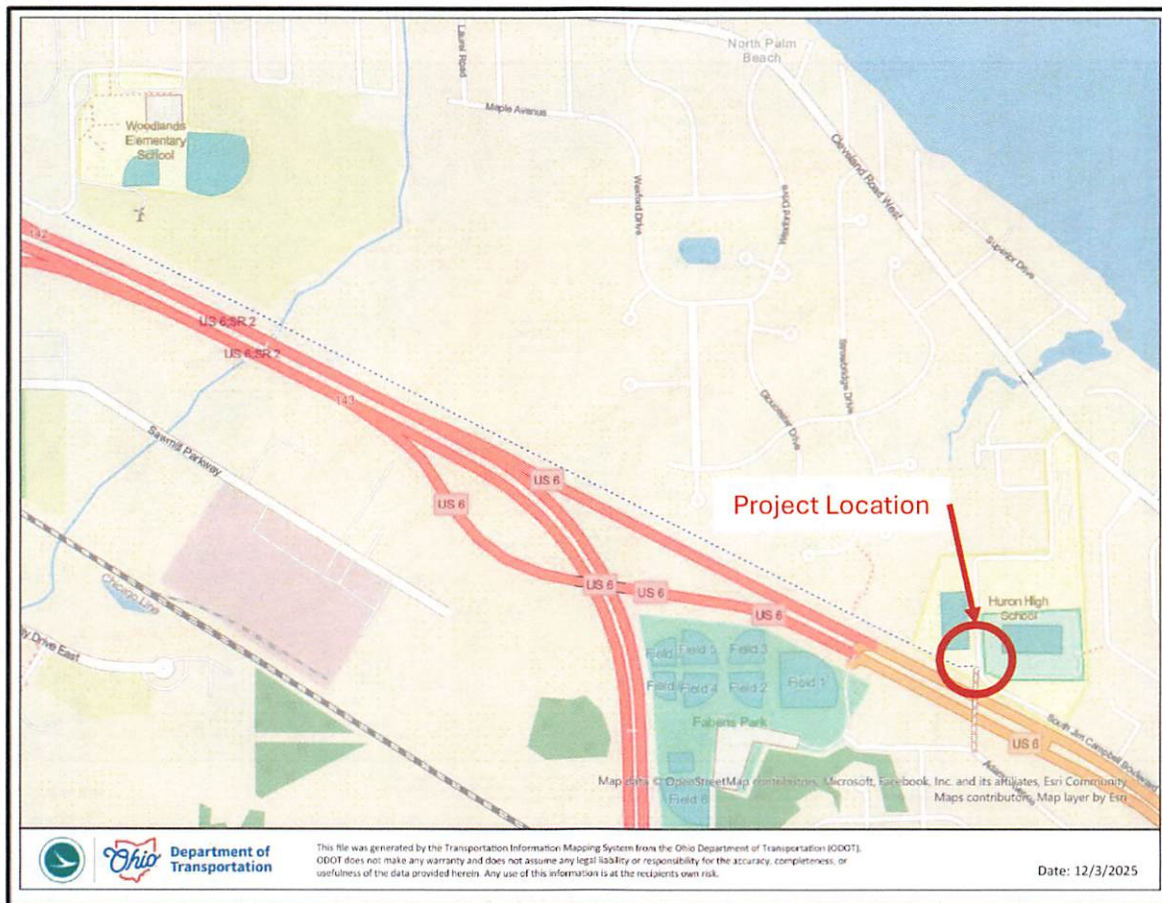


Figure 1 Location Map

This project would also assist in safely connecting the High School and existing sidewalks to the existing pedestrian bridge located just south of the proposed crosswalk improvements. The pedestrian bridge allows access over US 6 to Andrew Fabens Memorial Park. A large amount of residential pedestrian traffic has been observed using said bridge. The City of Huron is in the process of reviewing options for connecting the Lake Shore Electric Trail to the future US 6 Connectivity Corridor Path which extends west to Cedar Point Sports Center. Figure 2 below shows the existing facilities and future projects that will connect to this crossing. The long term goal is to create a safe and accessible pedestrian corridor so that US Bike Route 230 can be taken off of Cleveland Road West from Lake Erie Parkway to Williams Street (without affecting US 6) to provide a safe route separated from vehicles. While this crossing is a smaller piece of the plan, it is critical for connecting the High School and existing pedestrian network in the City of Huron to these facilities and nearby attractions.



Figure 2 Project Connections

The overall plan is to improve connectivity and safety for pedestrians in Huron. This crossing will provide a safe and accessible connection for High School students traveling to the Lake Shore Electric Trail to go to the baseball and softball fields near Woodlands Elementary School or continue west along the future Lake Erie Parkway Connector Path or US 6 Connectivity Corridor Path, and pedestrians traveling across the pedestrian bridge to Andrew Fabens Memorial Park.

Existing Conditions

Currently, the east end of the Lake Shore Electric Trail terminates at Jim Campbell Boulevard with no receiving ramp or crossing. The north end of the pedestrian bridge over US 6 terminates near the trail's terminus. Both facilities end with little guidance or connection as shown below in Figure 3.



Figure 3 Existing East Terminus of Lake Shore Electric Trail and North Terminus of US 6 Pedestrian Bridge

The facilities intersect within an asphalt area that is level with the nearby roadway with no vertical or horizontal barriers between vehicles and pedestrians. The existing undefined area is in need of upgrades. The ramp lacks detectable warnings and there are no warnings or surface differences to alert vision impaired pedestrians they are entering the roadway. There's existing walk on the east side of Jim Campbell Boulevard that continues north to Cleveland Road and continues south and east of the site into multiple neighborhoods and connects to Main Street. While it is possible for people to cross here without an official crossing, as many currently do, it is not accessible for all, and it lacks safety precautions. The curve of the road south of the site has sight distance challenges for northbound traffic. There are currently no signs warning of pedestrian facilities nearby which leaves drivers unaware of potential pedestrian traffic.

Proposed Work

This project would include installing an enhanced crosswalk with solar powered rectangular rapid flashing beacons (RRFBs) equipped with passive pedestrian detection. The asphalt at the intersection of the end of the pedestrian bridge and end of Lake Shore Electric Trail would be removed. A clearly defined walkway properly connecting the two facilities at a curb ramp will replace the asphalt patch. Curb will also be placed to help provide vertical clearance from the roadway. Parking north of the site will remain and is not part of this project. Existing lighting on either side of the proposed crosswalk shall remain as well for driver and pedestrian visibility. The driveway south of the crossing on the east side will have some access management improvements to allow a perpendicular crossing for increased visibility for pedestrians and drivers. The work on the east side of the road will connect to the existing walk with plans for a future connector path. The RRFBs provide increased visibility in an area that can have more traffic during school drop off/pick up and football games. The flashing also helps get drivers attention in a busy environment and for the northbound vehicles coming around the curve south of the crossing. The passive pedestrian detection system will help to ensure that RRFBs are activated when pedestrians are approaching and entering the crossing instead of relying on pedestrians to use the push button.

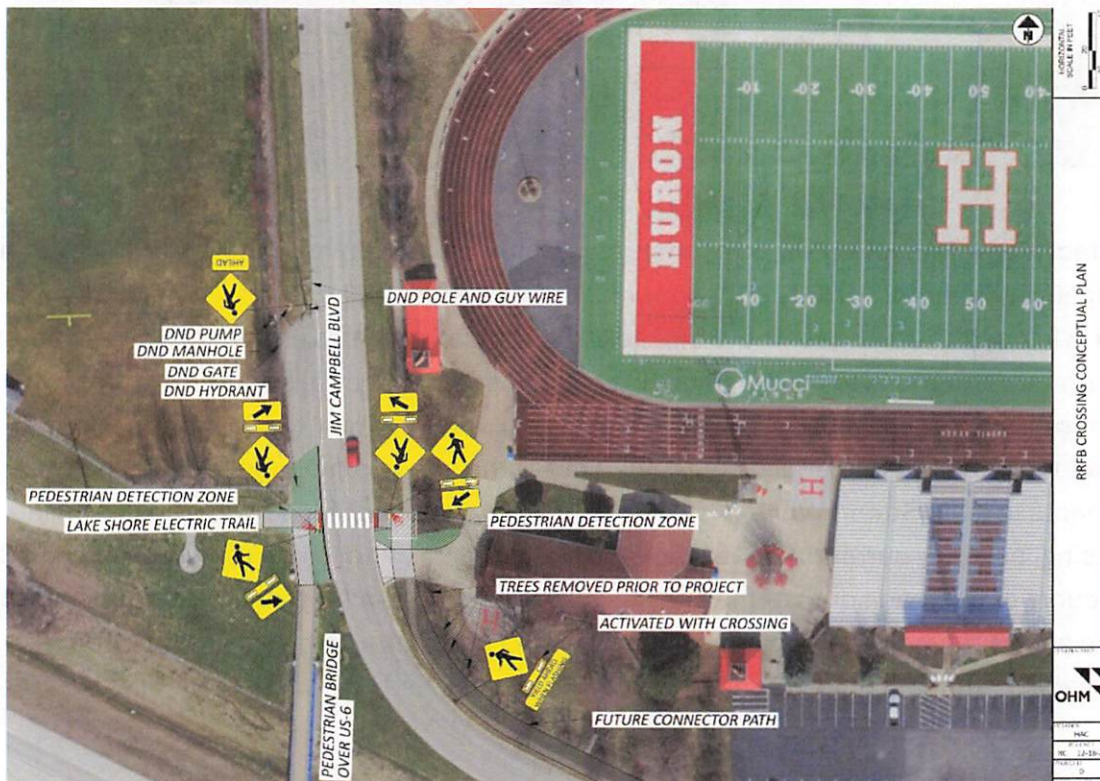


Figure 4 Conceptual Plan

In the initial reviews of the improvements, stopping sight distance became a concern. The speed limit is 25 mph in this area which requires a stopping sight distance of 150 feet. Moving the RRFB on the west side closer to the roadway while maintaining enough horizontal clearance keeps the RRFB within the southbound driver's line of sight even with parked vehicles. There's also a RRFB on the east side facing the southbound traffic for added visibility. The northbound traffic is more difficult to meet sight distance requirements. An alternative that is preferred would be to place a pedestrian ahead warning sign with constantly flashing LED lights to warn drivers approaching the curve. Again, the double sided RRFBs are an advantage because while the eastern south facing RRFB may be less visible at the stopping sight distance for northbound traffic, the western south facing RRFB is within the northbound traffic line sight triangle. The trees along the east side of the roadway also are being removed this winter to improve sight distance concerns. The passive pedestrian detection will help to make sure the RRFBs at the crossing and the advanced warning south of the crossing are activated without relying on pedestrians to use the push button. This was a significant concern with many students using the crossing and the curve in the road south of the crossing.

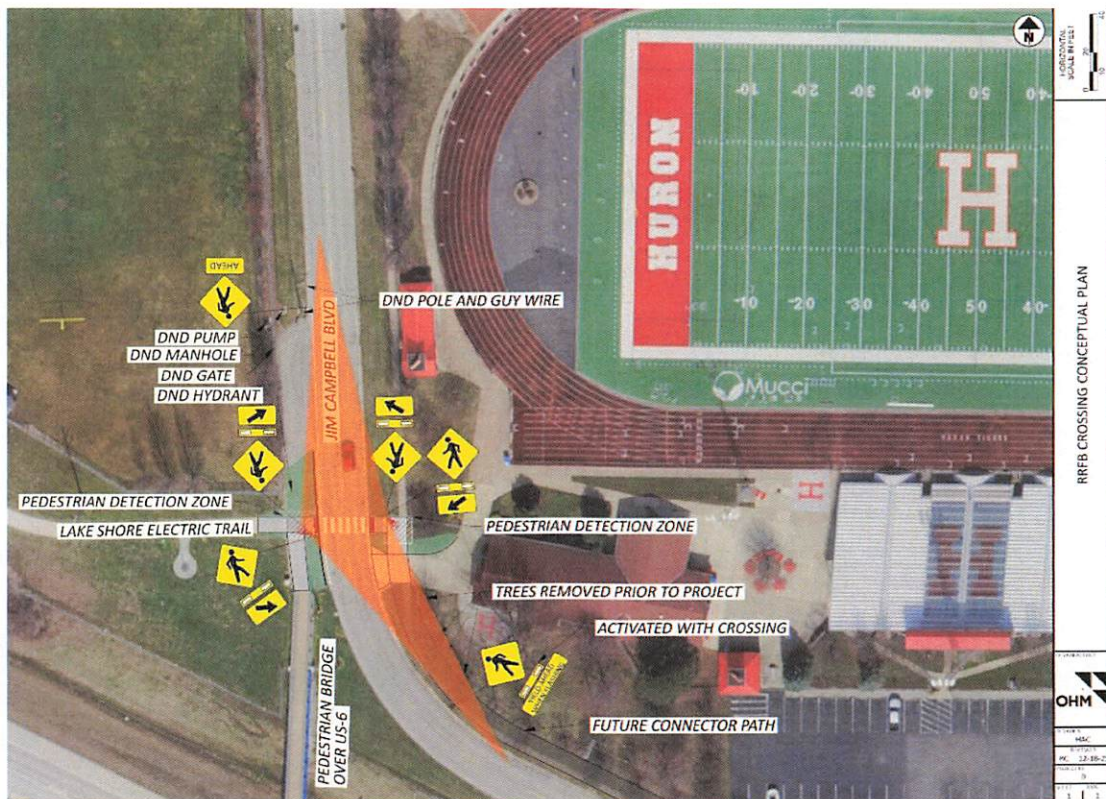


Figure 5 Conceptual Plan with Sight Triangles

These improvements will help to connect multiple pedestrian networks and school facilities in the City of Huron and poise it for future safe connectivity. The Lake Erie Parkway Connector path will be constructed within the next 4 years to connect to the US 6 Connectivity Corridor which will be constructed from 2026 to 2029. As shown in the conceptual plans, a future multimodal connector path along Jim Campbell Boulevard that will continue east into the City is another planned project. The City hopes to construct said path in the next 5 years. This enhanced crossing project, although it's a smaller project, will be a key safety connector for immediate use and increased future use.

The proposed work is estimated to cost \$137,000 to construct. The detailed estimate is attached to this application. The City is requesting 90% of construction costs (\$123,300) be awarded and they are prepared to cover the 10% local match (\$13,700).

ARCHITECTS. ENGINEERS. PLANNERS.

Client: City of Huron, Ohio

Project: Enhanced Pedestrian Crosswalk at Jim Campbell Blvd

Construction Estimate to construct an enhanced crosswalk with RRFBs at the eastern terminus of the Lake Shore Electric Trail at Jim Campbell Blvd. The crossing will also improve accessibility to the pedestrian bridge over US-6.

Date: 12/22/2025



ITEM	ITEM DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
ROADWAY & PAVEMENT					\$38,600
201	CLEARING AND GRUBBING	1	LS	\$ 10,000.00	\$ 10,000.00
202	PAVEMENT REMOVED, CONCRETE	65	SY	\$ 10.00	\$ 650.00
202	CURB REMOVED	50	FT	\$ 6.00	\$ 300.00
202	CURB AND GUTTER REMOVED AND REPLACED	40	FT	\$ 65.00	\$ 2,600.00
202	WALK REMOVED	225	SF	\$ 2.00	\$ 450.00
203	EXCAVATION	50	CY	\$ 20.00	\$ 1,000.00
204	SUBGRADE COMPACTION	20	SY	\$ 2.00	\$ 40.00
253	PAVEMENT REPAIR (ALONG CURB WORK)	20	SY	\$ 135.00	\$ 2,700.00
304	AGGREGATE BASE	10	CY	\$ 70.00	\$ 700.00
452	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	20	SY	\$ 100.00	\$ 2,000.00
608	4" CONCRETE WALK	375	SF	\$ 8.00	\$ 3,000.00
608	8" CONCRETE WALK	380	SF	\$ 12.00	\$ 4,560.00
608	CURB RAMP	230	SF	\$ 20.00	\$ 4,600.00
609	CURB, TYPE 6	75	FT	\$ 40.00	\$ 3,000.00
690	SPECIAL - BOLLARD, HINGED	3	EACH	\$ 1,000.00	\$ 3,000.00
EROSION CONTROL					\$2,100
653	TOPSOIL FURNISHED AND PLACED	15	CY	\$ 50.00	\$ 750.00
659	SEEDING AND MULCHING	100	SY	\$ 2.00	\$ 200.00
832	STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$ 1,000.00	\$ 1,000.00
832	EROSION CONTROL	150	EACH	\$ 1.00	\$ 150.00
WATER WORKS					\$6,400
638	VALVE BOX ADJUSTED TO GRADE	2	EACH	\$ 2,000.00	\$ 4,000.00
638	HYDRANT ADJUSTED TO GRADE	1	EACH	\$ 2,400.00	\$ 2,400.00
TRAFFIC CONTROL					\$40,100
630	SIGNING, MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACONS (RRFB) SIGN ASSEMBLY SYSTEM WITH PUSH BUTTONS AND PASSIVE PEDESTRIAN DETECTION	2	EACH	\$ 16,000.00	\$ 32,000.00
630	PEDESTRIAN CROSSING AHEAD SIGNAGE	1	EACH	\$ 480.00	\$ 480.00
630	PEDESTRIAN CROSSING AHEAD SIGNAGE WITH SOLAR POWERED LED	1	EACH	\$ 4,000.00	\$ 4,000.00
632	PEDESTAL FOUNDATION	2	EACH	\$ 1,500.00	\$ 3,000.00
644	PAVEMENT MARKINGS REMOVED	140	FT	\$ 1.00	\$ 140.00
644	EDGE LINE	0.02	MILE	\$ 4,000.00	\$ 80.00
644	CROSSWALK LINE, 24"	50	FT	\$ 8.00	\$ 400.00
MISCELLANEOUS					\$19,800
614	MAINTAINING TRAFFIC	1	LS	\$ 6,000.00	\$ 6,000.00
623	CONSTRUCTION LAYOUT STAKES	1	LS	\$ 5,800.00	\$ 5,800.00
624	MOBILIZATION	1	LS	\$ 8,000.00	\$ 8,000.00
				CONSTRUCTION SUBTOTAL =	\$ 107,000.00
				20% CONTINGENCIES =	\$ 21,000.00
				INFLATION TO SFY2027 =	\$ 9,000.00
				CONSTRUCTION TOTAL =	\$ 137,000.00

