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Councilmember

Monty Tapp
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Mark Claus
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Tom Harris
Councilmember

Joel Hagy
Councilmember

CITY COUNCIL — COUNCIL WORK SESSION

Tuesday, September 22, 2026 @ 5:30 PM

City Council Chambers

417 Main Street

Huron, Ohio 44839

I. Call to Order

II. Roll Call

III. Old Business

IV. New Business

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

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

V. Adjournment



PRELIMINARY LAYOUTS - OPTION 1 LAKE ERIE PARKWAY CONNECTOR PATH

DESIGN AGENCY



DESIGNER	
HAC	
REVIEWER	
TJB	11-24-25
PROJECT ID	
0	
SHEET	TOTAL
1	3

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.

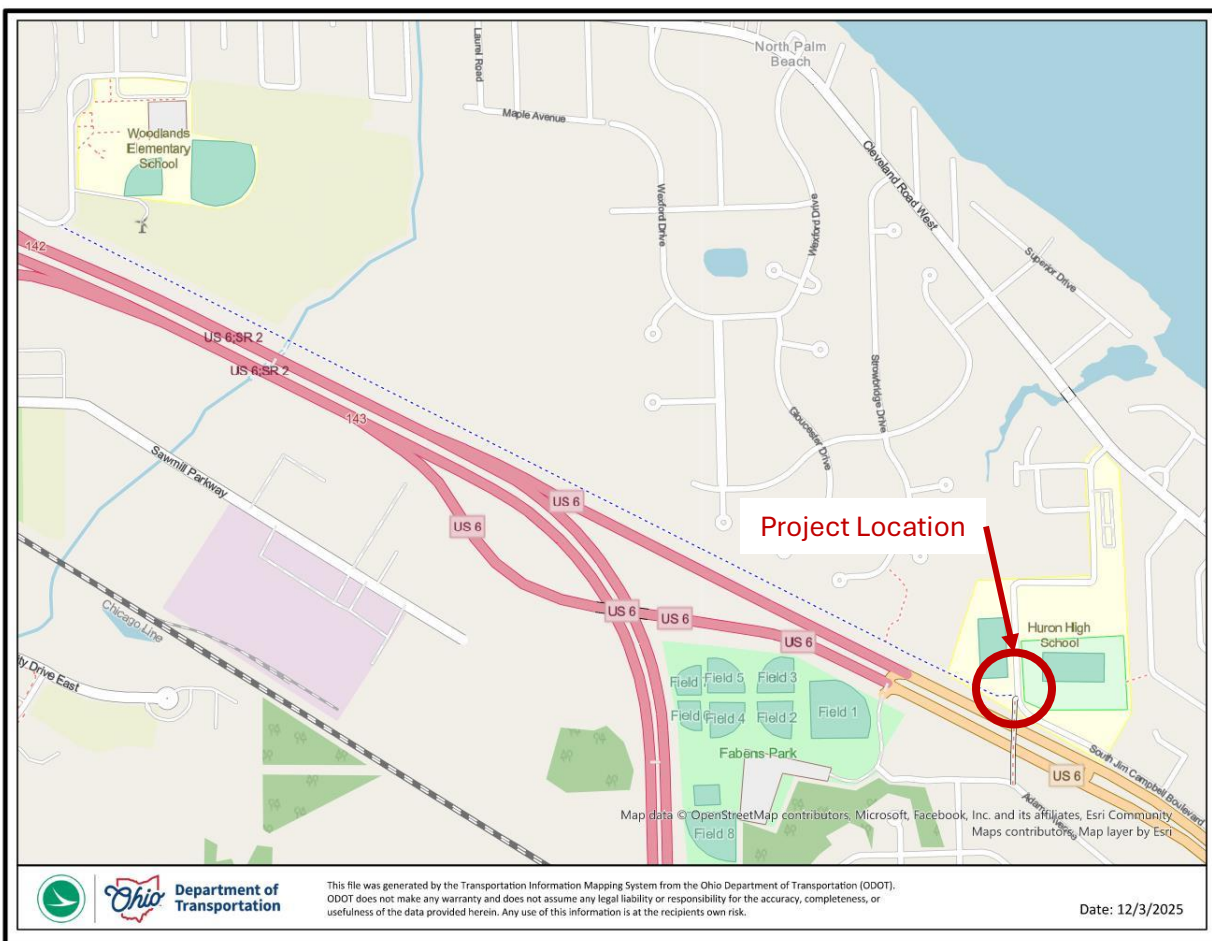


Figure 1 Location Map

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.

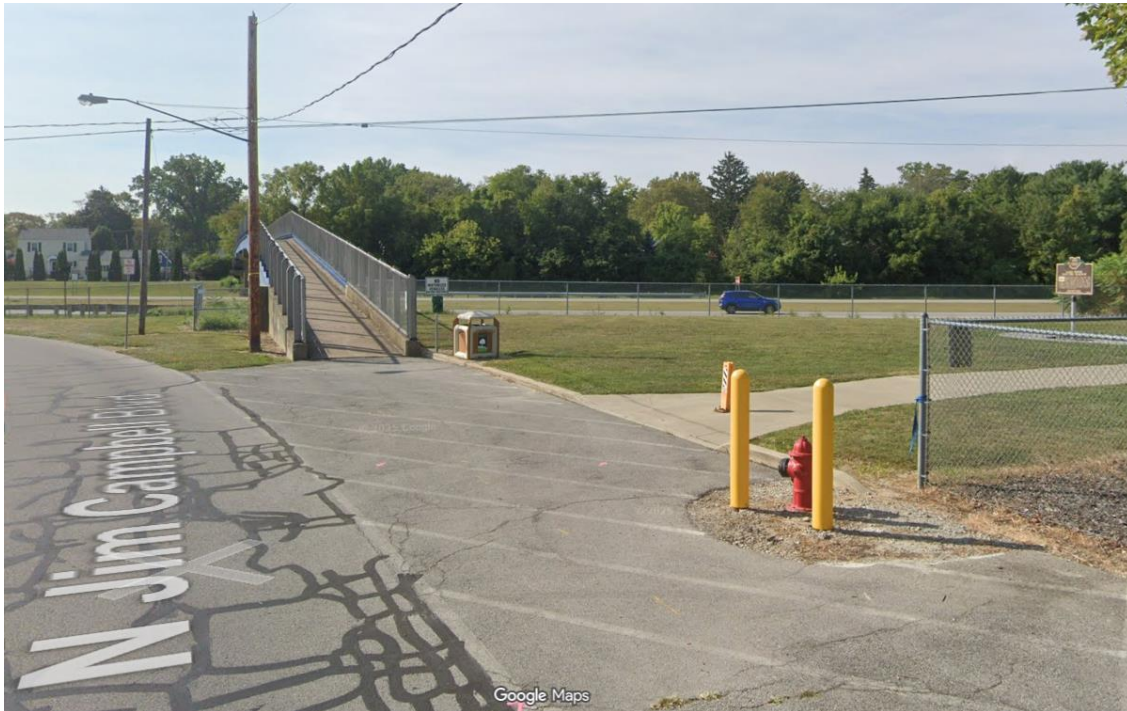


Figure 3 Existing East Terminus of Lake Shore Electric Trail and North Terminus of US 6 Pedestrian Bridge

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



