

**RECORD OF PROCEEDINGS
VILLAGE OF PENINSULA PLANNING COMMISSION
OCTOBER 22, 2018 REGULAR MEETING**

Call to Order: The Meeting was called to order by Chairperson Karen Walters at 7:18 p.m.

Roll Call:

In Attendance:

Karen Walters - Chairperson
Doug Mayer - Mayor
Chris Weigand
Kevin Royer
Brad Bryan – Village Solicitor

Absent:

Greg Canda

Attachments:

- Parking documents created by Mr. Weigand ‘170911 parking ideas’ & ‘downtown parking 181005’
- Parking/transportation document created by Ms. Holody dated 10-22-18

Consideration of Minutes:

October 1, 2018 Long Range Plan Meeting

Ms. Walters made a motion to approve the Minutes of the October 1, 2018 Long Range Plan Meeting, and the motion was seconded by Mr. Royer. All were in favor of approval with the exception of Mayor Mayer, who abstained. The Minutes were approved 3-0.

Citizens Participation:

- The Commission was asked whether the Long Range Plan would influence the Sewer Project, i.e. does the Sewer Project get held up until the LRP is complete
 - The Commission stated the Sewer Project doesn’t drive the LRP Project
- The residents stated they appreciate seeing the timely Planning Commission minutes and asked where the source documents are that support the Commission’s decision to recommend moving forward with the Sewer Project. The Commission responded stating:
 - The documents Mr. Weigand had were turned over to the Village
 - The Sub-committee presentation is posted on the Village website

Commission Response to August 13, 2018 Letter from Residents

- The Letter was read aloud by Ms. Walters
- Discussion was had between the Planning and Citizens regarding the requests made in the Letter

1. All minutes are approved to date
2. Future meeting minutes are being prepared and approved on a timely basis
3. Mr. Weigand has turned over all former Long Range Plan Committee LRP documents in his possession to the Village
4. All documents prepared and provided by the Village's Consultant, Ms. McMahon, are available to the public
5. Sunshine Law Training – All members will have received training by the end of the year
6. How to get in touch with the Planning Commission – Need email address on website – Planning will instruct the Village to put contact info on website
7. Citizens would like a statement from the Planning Commission as to how sewers would affect the current LRP or future LRP to assure it's congruent with the goals of the LRP
8. The website has been updated to reflect that the Long Range Plan Meetings are Planning Commission Meetings and not LRP Committee meetings

Mayor's Report:

- The Mayor reported on the Open House held at the Heritage School. The Police Department has helped the school with emergency response training

Council Report:

10/8/18 Regular Meeting of Council

- Council held an open discussion about meeting minutes
- Portions of the recently updated Right-of-Way Ordinance may be pre-empted by new FCC regulations that will trump the Ohio regulations
- The 303 Guardrail Replacement Project has been completed
- The Village is having ongoing discussions with the Township about paving/repairing Stine Road
- Council received an update on resetting the granite pavers to fix water pooling
- Council received information on NPDES estimated costs compiled from Downs Septic and the Summit County Health Department
- A letter will be issued in the spring regarding keeping ditches cleared

10/10/18 Special Council Meeting

- Stantec provided an overview of the services it provided to the Village

10/22/18 Special Council Meeting

- Council authorized negotiations for the services of a contractor to take meeting minutes

Old Business: None.

Long Range Plan:

- The Project is taking longer than anticipated but the Commission hopes to have an updated working draft by the end of December
- The Solicitor stated that due to the Project taking longer than anticipated, some additional funds for Aislinn Consulting may need to be allocated to the Project in next year's budget. There is still a substantial amount of money in the current Project budget, but that amount might not be sufficient to get through the rest of the year and all of the zoning amendments, depending on how many amendments are warranted.
- Public meetings – Discuss with Ms. McMahan – The plan is to get through the rest of the former LRP doc by December and hold public engagement meetings after the beginning of the year
- The November 5 Meeting will take place in the Police Station lobby due to election set up

Parking:

- Public parking was discussed throughout this segment
- Mr. Weigand presented two documents he created with parking ideas for the Village showing areas he thought might be potential parking options, including street parking, lots, and places to extend sidewalks
- Ms. Walters shared ideas for parking that she had, including lots and extending sidewalks
- Mr. Royer stated parking needs to be as close to the action as possible because people prefer closer spots
- The Solicitor reported that the property owner on Locust Street stated he would be interested in selling the property to the Village for a parking lot for the right price but would prefer leasing the property to the Village
 - The Solicitor stated a lease probably would not work for the Village and that buying the property would be preferable
 - The Solicitor recommended the Village should get a preliminary cost evaluation for clearing, grading, and draining the property before engaging in further discussions with the property owner
- Ms. Holody presented a parking/transportation document she prepared based on her research and discussions that consisted of the following:
 - An overview of a potential parking lot on Route 303 east of the last home. ODOT has an easement on the property that it may be willing to release. The ownership of the underlying property is being investigated. It appears that it is owned by the Park and confirmation from the Park is pending. The idea is being discussed with ODOT and the Park, and Ms. Holody has included the Solicitor in these discussions. Using pavers was suggested. The Mayor mentioned there was a drain pipe in that area. ODOT is researching the location of utilities to see if the idea is feasible.

- Semis on Route 303.
 - ODOT has agreed to install signs on Route 8 and Interstate 271 in the spring of 2019 to dissuade trucks from cutting through Peninsula via 303
 - Ms. Holody recommended that we write letters to carriers informing them of that change
 - The option of instituting Shared Bike Lanes to improve bike safety – ODOT can provide signs with enough lead time – It is up to Peninsula to decide if this is something it wants. The Village would be responsible for the cost of the shared bike lane logo pavement markings
- Safety concerns at Emerson and Rt. 303 – According to ODOT, there is not enough traffic to justify having a traffic light there. The Village can install a flashing speed sign.
- Safety concerns with the public crossing between Fishers and the Lizard. ODOT stated the Village can put a cross walk there.
- Discussion on angle parking
- Reducing speed limit on Route 303 to 35 mph outside of downtown. ODOT explained the density of housing units is the primary driver for speed limits. The Village does not meet the criteria for reducing the speed limit in those areas. The only thing the Village can do is to appeal to its state representative for special legislation. The Planning Commission can make a recommendation to Council. Another option is for the Village to petition the State for ownership of Route 303 within the Village boundaries. The Village would then, however, be responsible for the cost of paving and upkeep of the road.
- Discussion on truck traffic on 303. The Planning Commission will review these ideas at a future meeting. A public comment session was recommended.

Adjournment: Mayor Mayer made a motion to adjourn that was seconded by Ms. Walters. All were in favor of the motion; none were opposed. The Meeting was adjourned 9:14 p.m.



 Karen Walters, Chairperson

11/15/18

 Date

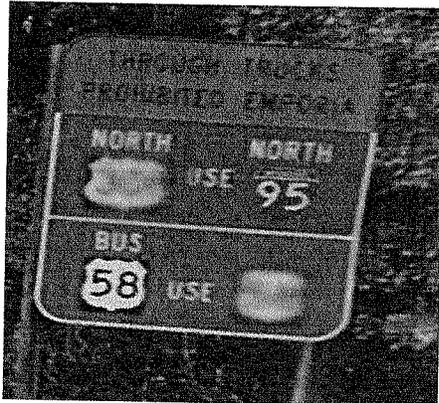
Potential Parking area for the Village: I had sent info to ODOT regarding the parcel just east of Litzinger's on the south side of Rt. 303 to inquire about what appeared to be either ODOT ownership or an ODOT easement. Chris Huff and Tim Ward of ODOT have confirmed that ODOT does not own the property but does hold an easement over this large area. This easement was acquired in the 1950's by ODOT (they are not sure why) but they are willing to abandon the easement (excluding any areas where there are utilities). When ODOT releases an easement, the control goes back to the underlying property owner. The question is who actually owns the underlying property. CVNP or the Village? In 2017, I also had mentioned this property to the CVNP as a space for potential parking, assuming CVNP owned it. **Next Steps: Lisa Petit and Paul Stoehr at CVNP are currently looking into and verifying ownership of the property. Depending on outcome, we will schedule a joint meeting with ODOT, CVNP, and Village.**

I did share with CVNP that our interest is to have this area a paid parking lot. If the CVNP does own the property, I also asked ODOT to look into the possibility of maintaining their easement, and having an agreement with the Village to use the area as a paid parking lot, with permission from the CVNP. Maybe this is one option that we could all consider, especially if the underlying property is owned by the NPS. ODOT responsibility: Chris Huff and Tim Ward.



Avg width of a parking space is 8-9ft. With ~392 ft of length this could maybe hold 40-50 cars. One way entrance from the west side. Exit on east side. Village sidewalk already in place starting at west end of the parcel.

Semis on Rt. 303: Initial discussions with ODOT regarding truck traffic on Rt. 303 started in 2016 with myself, Charles Uray, and ODOT. Problem is that many will use Rt. 303 as a cut through between Rt. 271 and Rt. 8 instead of proceeding to the interchange in Macedonia. **ODOT has commitment to install the signage on interstate Rt. 8 and Rt. 271 in the spring of 2019 indicating "suggested" truck routes.** Signage will indicate Trucks proceed on Rt 8 for access to Rt., and proceed on Rt. 271 for access to Rt. 8. This should help very much in pointing trucks to the Rt8/271 Macedonia interchange instead of using Rt. 303 as a cut through. ODOT responsibility: Aaron Conley



I recommend that the Village send letters to the large carriers we observe passing through town. Educating them that (1) the Village is listed on the National Historic Registry, (2) this section of Rt. 303 is passing through a National Park and Main St. of the Village, (3) this stretch of Rt. 303 is a popular bicycle route with no dedicated bike lanes and presents grave danger to cyclists, and (4)...etc. At a minimum we should appeal to companies like FedEx, UPS, and the other large transit truck companies. Regarding "old" Rt. 8, ODOT advised that if we wanted additional signs on old Rt. 8, that we should work with the County since that is their jurisdiction. ODOT responsibility: Aaron Conley.

Shared bike lanes: We discussed safety concerns for cyclists on Rt. 303 with limited space for cyclists, especially when semis are involved. I was happy to learn from ODOT that the decision of shared bike lanes on Rt. 303 is totally up to the Village. The areas where there is the most cyclists and where there is limited space to "move off the road" is between the two lights and also coming from the north on Rt. 303 up the hill. ODOT will provide signage, such as "Share the Road", for the Village to indicate the areas that have shared bike lanes. ODOT needs ~6-8 weeks lead time to get the signs. ODOT responsibility: Aaron Conley

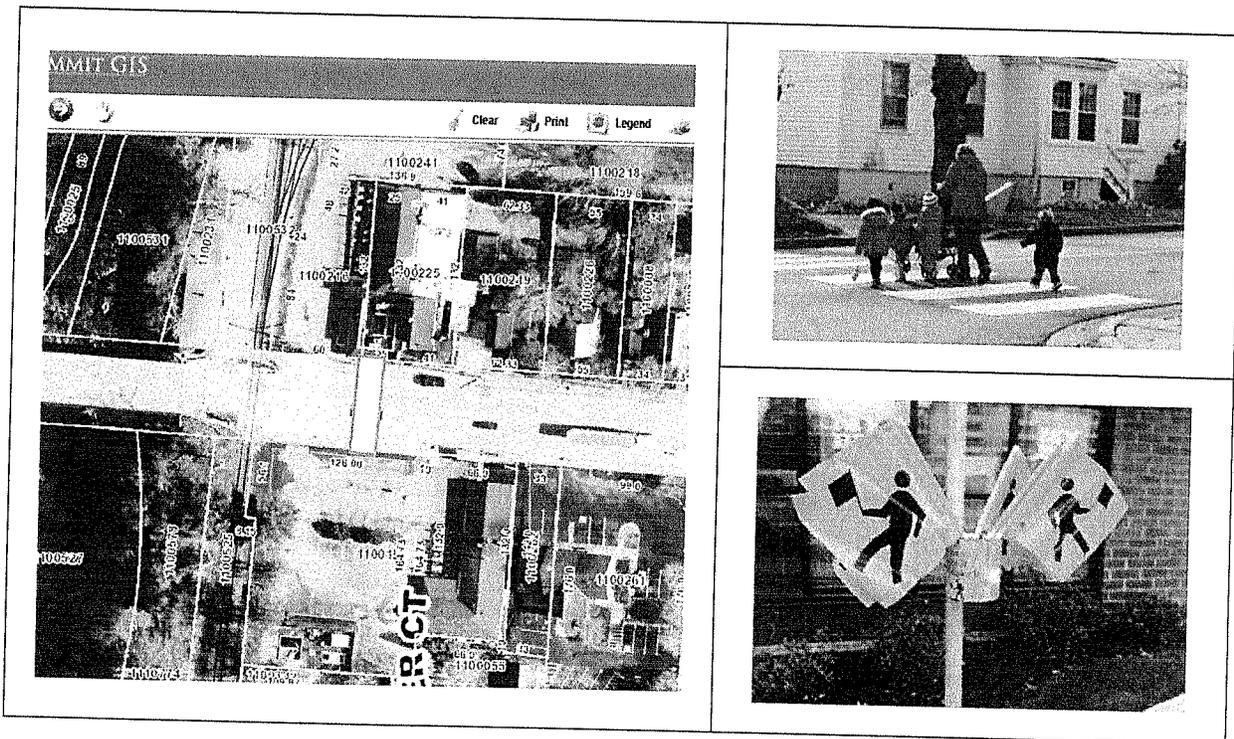


Safety concerns at Emerson and Rt.303: We discussed the safety concerns at this intersection with cars traveling from the west not slowing to the required 35mph. We discussed options of a traffic light or a flashing light. ODOT indicated that we do not meet the traffic flow requirements for a light to be installed at the intersection of Rt. 303 and Emerson. **ODOT recommends replacing the current 35mph speed sign just west of Emerson with a flashing speed sign which also has the indicator of how fast the driver is currently going.** ODOT indicated that this is the best answer to slowing traffic as they approach the residential district. ODOT also suggested that we move the yellow "road on right" sign to a distance of 100 feet from the 35mph as it is they are too close. ODOT responsibility: Dave Griffith

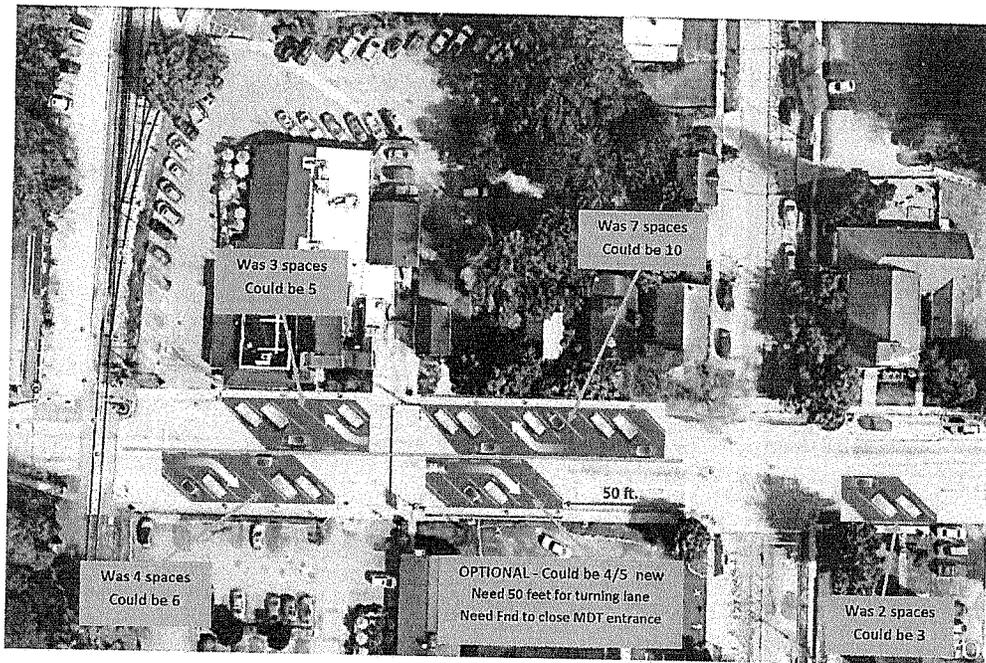


Safety concerns with the public crossing between Fishers and the Lizard:

We discussed the constant flow of pedestrians that insist on crossing arbitrarily between Fishers and the Lizard and the option of adding a cross walk in that area. ODOT does not have any limitations on crosswalks proximity to railroad tracks. The Village can add a cross walk wherever we want. But that said, there may be limitations established with CVSR or railroad safety code. We discussed an area east of the Lizard's parking area entrance that could be suitable for a crosswalk. We also discussed the novel idea of pedestrian crossing flags as are being used in other tourist communities. Again, placement of the crosswalk and whether to use pedestrian flags or flashing crosswalk indicators is up to the Village. ODOT liked the novel approach of using the pedestrian flags. ODOT responsibility: Dave Griffith or Steve Rebillot



Angle Parking: We briefly touched on angle parking like we used to have along 303 between the Akron Peninsula Rd. and the railroad tracks. Angle parking was actually in place on both sides of the road up until the 1960s. Angle parking is known as a traffic calming method and again could serve to slow down the traffic as it comes into this congested tourist area with a lot of bicycle and foot traffic. Angle parking would give the Village badly needed additional parking spots as well as the benefit of slowing traffic. Charles Uray had measured the street and, in his opinion, met the minimum width to handle angle parking on the north and south side of the street. Council did discuss angle parking in 2016 but made no progress for further consideration or recommendation to Council. ODOT is checking the street width to see if angle parking could work not just on the north side, but on the south side as well.



Reducing the speed limit on Rt. 303 to 35mph: ODOT explained that speeds on Rt. 303 are based on ORC, which considers the population of the area the roadway adjoins. As we discussed, regarding the area from the easterly Village limits into town, there never will be households on Park land so the Village could never meet that population criteria. There will never be any more "population", but there will be more tourists along that route, slowing to look at the Trapp farm, wildlife, passing bicyclers, etc. ODOT advised that in order to go above the ORC requirements, we would need to advocate to our state representative to reduce speeds on Rt. 303 that are within the CVNP or the Village of Peninsula. We also discussed extending the double yellow, no passing, lines further east along the area where the Trapp farm fields are.

Another option I had looked into, but we did not discuss is the option of the Village petitioning the state for ownership of Rt. 303 within our Village boundaries. We can best control what we own. An interesting concept that the Village should at least look into.