



Safety & Service Committee
Tuesday, October 7, 2025 - 5:00 PM
MINUTES

1. Call to Order/Roll Call

Committee Chair Ryan Green called the Safety and Service Committee meeting for October 7, 2025 to order at 5:05 pm

Members Present - Ryan Green, Jeff Barr, Dave Selan (absent at role call, arrived at 5:10 pm)

Absent - None

Staff present - Sean Staneart, Jack Liggett, Rusty Smart, Don Barnard, Tiffany Hollis, Wesley Kobel, Teresa Monroe.

Public present - Nick Hubbell, Bill Lozier, Jesse Coppell, American Structure Point

2. Other Business

1. Ryan Green said snow removal downtown is something he brought up last year, they have a lot more businesses down there now and in the past they haven't been too tight on enforcement of snow removal, so he wanted to provide an option before they discussed enforcement. He got quotes for snow removal down the two main sidewalks on SR 37 from Pratt Street to US 62 and a quote for the snow removal on the sidewalks of the town square separately. Some discussion on the logistics of plowing and what the contracted companies would do, Jack Liggett said the city plows SR 37 and the parking areas. Mr. Barr asked what was the "ask", what is the action needed on this. Mr. Green said mostly just bringing up the idea, he wants to have the conversation where we are working with the businesses downtown and the city to get this done, ultimately the onus is on the businesses, as the code reads they are responsible for their own snow, but as seen in years past that is not always done, he would like to have more of a coordinated effort. Mr. Liggett said they would have to coordinate where the sidewalk snow is stacked so the plows didn't just throw the snow back on the sidewalk. Jesse Coppel from the Chamber of Commerce was present for the discussion and will take the information and quotes discussed back to the chamber. Mr. Green said hopefully they can continue the conversation and will wait to hear back from the chamber.

2. Jack Liggett said that there is a huge tree behind a home on East Jersey Street that is starting to split, the resident called to see if the city would take down the tree before it fell on her house. Mr. Liggett said the tree is in the middle of the property line, split between the resident's property and the T.J. Evans property that the city leases for the dog park etc. He asks who should be responsible for the tree, it will likely cost \$2,000-\$2,500 to take down. He said the city does have funds in the Tree City fund and can be used for tree maintenance. Direction to check the lease with T.J. Evans Foundation and bring back a staff recommendation.

3. Jeff Barr said just like they are doing with street signs, he would like to see some kind of program to start changing over sodium street lights to LED as they go bad.

4. After the golf cart legislation agenda item, Mr. Green went back to other business so a member of the public could speak. Mr. Hatfield said that he lives in Concord Crossing East

at the end of Middleburn and they have an issue at that intersection. He said their own residents do not stop at the stop sign at Middleburn, they simply turn left on Hanebrink that goes downhill, at the bottom is the clubhouse and pool. He said their concern is that there will be a major accident there. As Schlabach continues construction, soon all of the truck traffic will be going down Middleburn. He said the police have been there to monitor but what he asks for is a second stop sign on the opposite side of the road, a dangerous intersection sign or stop ahead sign, or a speed bump put in at the stop sign. He said they have a clubhouse, pool, basketball court and pickleball court across the road and no pedestrian crosswalk, which he thinks may also help slow traffic down. Jack Liggett said the street department will put in whatever the city council and manager deem appropriate. Staff to assess and provide a recommendation.

5. Staff requested clarification on which street sign designs they wanted to have made up, committee said three, four and five.

3. 62/37 intersection; continued discussion - American Structure Point

Continuing discussion from the August presentation by American Structure Point (ASP) on options for the US 62/Sr 37 intersection improvements.

Bill Lozier said this funding is through the TID (Transportation Improvement District), they have one million dollars from the Governor's budget, they do have a limitation on the use of these funds and they have spent very little of it so far and would like to move forward with something. Sean Stanart said last time there was presentation of three options for improvement of the US 62/Sr 37 intersection, there were conversations and interest on the first two options, American Structure Point took those comments back and did a hybrid for review tonight. He said it is his hope that this body can come to some type of agreement on one of the conceptual ideas and forward a recommendation to council for review, as Mr. Lozier mentioned, there is a timeline associated with these available funds. Kyle Messaros with ASP said two months ago, the three options they looked at were the very short term with only the improvement of the intersection radii on the north side of 62 and moving the stop bars back, the second option was the whole right-turn lane addition on all four legs of the intersection, and the other option was the single lane roundabout. They did present a multi-lane roundabout, but everybody was in agreement that the impacts were too severe to move forward with that option. The traffic analysis they did before showed that the right turn lane option actually performed well through 2050, there were some varying opinions on impact, so they took that feedback and looked at a hybrid option that gives some of the benefits of adding the turn lanes without the negative impacts of the pedestrian crossing distances on the east and north legs. He said they will re-stripe the west and south legs of the intersection to provide the right turn lanes for those two legs, the east and north would just have the stop bars moved back to accommodate the truck turning. They would improve the intersection radii of the two on the north side of 62, they would not do the full resurfacing of 37/62 as a cost-saving measure. They would add the pedestrian crossing recommended before by EMH&T to reduce the crossing distance of the south leg of 37. They would close the access points for Phalen Place and the parking lot from 37 and force all traffic in from Oregon Street, the existing signal at Oregon would be moved to Williams, they would reuse as much equipment as they could to save cost. Some further review of the traffic direction, Pratt Street would change direction between Oregon and 37. Discussion on impacts to parking, the no access off of 37 to the parking area (Phalen and slants) with the new design, and pedestrian crossings. Kyle said they are not adding full right turn lanes like they were with the previous option, but with this, it makes the intersection perform reasonably well through 2040. With the million dollars in

grant money, the city's cost after design may be \$100,000, the intersection could be improved for fifteen years, it does buy some time. Kyle said construction of this option would take maybe thirty days, with very minimal impact to traffic during construction. Discussion on the grant timeline; Bill Lozier said that they would have to go to construction in 2026 which means ASP has to get busy designing something now. It was noted that this is a reimbursement grant, in order to get reimbursed, they have to spend it first. Mr. Lozier said how far does the million go for constructing this versus the long-term planning, and does it only fund part of a project, and if it does, they would need to go to OPWC. Kyle said the cost of the hybrid solution is \$802,500, the remainder of the million would put a significant dent into right of way and utility relocate costs; Mr. Lozier said they would need to find three to five hundred thousand more maybe. Sean Stanearth recapped the four options; 1) increase radii, no added right turn lanes, 2) full right turn lanes at all four legs, 3) hybrid where two of the lanes have right turns, 4) roundabout. He asked the committee which option should be the focus. After further review and discussion on various parts of the hybrid option, ASP to make suggested edits and send out a new version.

Motion: Dave Selan moved to recommend the hybrid option to council, Jeff Barr seconded and all were in favor.

A Safety & Service committee meeting prior to the October 21st council meeting was added for review of the revised version.

Further discussion on Phalen Street name as well as condition, paving/brick, cost to be calculated and brought back to committee.

4. Legislation Review - Golf Carts

a. Draft

Chief Smart said golf carts are seen more and more on city streets, he worked with city legal counsel to draft legislation. The draft currently restricts golf carts from traveling on Ohio S.R. 62, also known as W. Coshocton St. and E. Coshocton St., Ohio S.R. 37, also known as N. Main St. and S. Main St., Edwards Rd. west of Fairview Dr., and on W. Jersey St. southwest of Hillview Drive. Chief said that the police department would provide an inspection, all criteria would need to be met. Committee made no changes and recommended it to council, the draft is on council agenda for first reading tonight.

5. Chapter 730 Food Truck Standards - Discussion/Review
Out of time, not discussed.

6. Adjourn

With no further business, the meeting adjourned at 6:38 pm.