

**Cuyahoga Falls City Council
Minutes of the Public Affairs Committee**

October 17, 2016

Members: Vic Pallotta, Chair
Adam Miller
Jerry James

Mr. Pallotta called the meeting to order at 7:12 p.m. All members were present.

Legislation Discussed:

Temp. Ord. A-84

Discussion:

Temp. Ord. A-84

An ordinance amending the Traffic Control File by providing for installation of various traffic control devices, and declaring an emergency.

Mr. Pallotta stated that they were going to discuss each section of the ordinance, and, at the end of each section, if there are any amendments, they will discuss those.

Police Chief Davis stated that the first item contained in the ordinance is the changing of the speed limit on State Road from 45 miles per hour to 35 miles per hour between Quick Road and the northern City limits. This was brought to Traffic Control by Walter Davis, the Superintendent of Woodridge Schools. The new school is going to have an entrance coming off Quick Road. It will be more in line to lower the speed limit to make it a safer environment. After a study by the traffic consultant, it was agreed that 35 would be a good speed limit for that section. Ms. Barbara Farling, 424 E. Heritage Drive, asked if it wouldn't be a better idea to make that 35-mile speed limit only during the school hours rather than stopping the traffic flow, especially going north. Chief Davis stated that if it were to be made a school zone, the speed limit would be 20 miles per hour. Expecting vehicles to go from 45 miles per hour to 20 miles per hour doesn't happen very quickly or safely.

Chief Davis stated that the second part of the ordinance is to add the following streets as designated truck routes under Codified Ordinance 3309.02: Steels Corners Road, Akron-Peninsula Road, Wyoga Lake Road, Seasons Road, Marc Drive, Remington Road, Cavalier Trail, Bath Road from State Road to Graham Road, Hudson Drive, Bailey Road from Front Street to Munroe Falls Avenue, Munroe Falls Avenue from Bailey Road to Portage Trail, Newberry Street and Main Street.

Mr. Pallotta stated that they will start with Steels Corners Road to Akron-Peninsula Road. They would be proposing a tractor-trailer route up to Truxell Road, which is about five miles from the intersection of Akron-Peninsula Road and Steels Corners Road. There are no businesses located

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there. He stated that he is not sure that Ira Road and Bolanz Road would support any truck traffic going west. The routes going off to the right are Wetmore Road and Quick Road and Northampton Road to get to Truxell Road. Mr. Pallotta asked what the purpose would be of having a truck route going north on Steels Corners Road. Mr. Tony Demasi, City Engineer, stated that when they looked at updating the truck route ordinance for truck handlers, they thought that Steels Corners Road from State Road to the expressway was something important. There is all industrial in there. Those trucks need to have a way to get to Route 8 going from State Road to the expressway; then from State Road, west towards Akron-Peninsula Road. Akron-Peninsula Road in Akron is currently a truck route. Akron-Peninsula Road in Cuyahoga Falls is not, although that is one of the ones that is listed. There's currently truck traffic on Akron-Peninsula Road coming from the Valley going north. This was a way to make that connectivity between the commercial industrial areas to points west. If a driver wants to continue north on State Road and take State Route 303 down to the Valley, that is fine. This is just another option. Mrs. Pyke asked if the City had problems on Steels Corners Road as far as that road caving in on the south side of the road. Mr. Demasi stated it was the north side of the road and it has been stabilized. They are working with a technical consultant in monitoring it at this time. Mrs. Pyke asked if they would want to put trucks of that weight on a road that they must watch and hope remains stable. Mr. Demasi stated that these are recommendations from the Traffic Committee. Mrs. Pyke stated that she cannot support West Steels Corners Road being a truck route. Mr. Brillhart also stated that he would not support truck traffic on West Steels Corners Road. Ms. Angela Abdoo, 428 East Heritage Drive, stated she agrees with Mrs. Pyke and Mr. Brillhart.

Mr. Pallotta stated that they will move on to Wyoga Lake Road. Chief Davis stated that there are industrial and commercial properties on Wyoga Lake Road and, also, on Remington Road and Marc Drive. Mr. Pallotta stated that Seasons Road is a freeway and is commercialized, as is Cavalier Trail. Mr. Pallotta asked Chief Davis if he would like to address the proposed truck route on Bath Road, State Road to Graham Road. Chief Davis stated that Bath Road is built to support truck traffic. There are trucks on Graham Road that now must go all the way down to State Road. That is one of the reasons it was brought to the committee. Mr. Pallotta stated that he has gotten several calls from residents in The Reserve, Bath Heights Estates, Brookpoint and Camden Rue. The Auerbach family, who live across the street from Traditions, is adamantly opposed to having truck traffic going up and down their street right now. This may be something that they could revisit later, if it is necessary, but he does not approve of it.

Mrs. Pyke stated that they are considering putting trails with bikes and walking to connect the community to Mudbrook. She is not sure that they want to tell people to park on the side of the road if there is no parking and have heavy vehicles traveling up and down next to their vehicle. Graham Road is built as a street that can handle trucks. She stated that cannot support Bath Road, State Road to Graham Road, as a truck route. Mr. Iona stated that he travels Bath Road several times every day. Every week or two in the winter, he witnesses a wreck or somebody sliding off into the ditches, especially past State Road. He always thought that part of the enlarging of Graham Road by Krieger's a few years back was to make Graham Road more accessible with better traffic flow. There is a new home development there, so there will be even more traffic. If

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we allow large trucks to travel up and down there in addition to the regular traffic, it becomes a safety factor. He, too, cannot support that being designated as a truck route. Mr. Colavecchio stated that Bath Road is in his backyard and walking area. The Circle K at the intersection of Bath Road and Graham Road is a mile from his house and is a horrible intersection. He can't imagine having trucks going through there. Where the Broadman Baptist Church is located is a huge voting area, and the traffic slows like crazy going both ways. It doesn't work for him and it won't work for the community. Mr. Brillhart stated that there is no way he can support opening Bath Road to trucks. This is a residential area. He has had about 11 complaints this year about truck traffic on that road.

Ms. Farling stated that she had an experience with the FedEx truck at the two turn lanes turning going from Bath Road onto Graham Road. A semi-trailer has his trailer in one turn lane and his cab in the other turn lane. She was behind the trailer. He made his turn, and because he couldn't make it from one lane or the other, he almost ran her right off the road, because he wanted in the left-hand lane. On Bath Road, between 3:00 p.m. and 5:00 p.m., they cannot get out of their condo unit because people leaving work at nearby companies use Bath Road instead of Steels Corners Road, so they don't have to wait for 20 minutes trying to get to the expressway. She opposes having semis on that road. One other thing she wanted to mention is that people are cutting through the parking lot of the former liquor store to make a left-hand turn or bypass the traffic light. She would like to see a barricade there to stop it. Mr. Pallotta stated that if someone is using their GPS going west on Graham Road and looking for points north, it does take them down Bath Road. The sign indicating that there is no truck traffic sits back approximately 30 feet from the intersection and cannot be seen until the truck drivers are already in their turn. Chief Davis stated that trucks can drive on the roads that aren't truck routes to make a delivery.

Mr. Pallotta asked about Hudson Drive. Chief Davis stated that Hudson Drive is commercial with a lot of businesses located on it and freeway access. Mr. Miller stated that he would like to see Hudson Drive removed from the list. It is a safety concern for him. After school hours, most of the students from Roberts School or Lincoln School are crossing Hudson Drive to get home. It is very congested during those hours. Mr. Pallotta asked if there were any comments concerning Bailey Road, Front Street to Munroe Falls Avenue. Chief Davis stated that there are businesses there. Mr. James stated that he is not comfortable with that. There are condo buildings and the River Estates entrance onto Gaylord Drive. He understands the City buildings are there. Dump trucks and other City vehicles are fine with him, but not semi-tractors. It gets backed up when it comes to the railroad tracks right there, and they don't need semis being stopped there. Mr. James stated that he is also not in favor of allowing trucks to travel on Munroe Falls Avenue, Bailey Road to Portage Trail, which is next on the list. There are a lot of school buses and side streets. Chief Davis stated that trucks are not going to start using these streets unless they must deliver something in that area. All this ordinance is doing is taking a 1960's ordinance and bringing it up to date because the City has changed. East Bath Road may see an increase in truck traffic, because GPS's are taking them that way. These roads went through Traffic Control and that's why they take them to Council.

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Mr. Pallotta asked if there were any comments concerning Newberry Street. Chief Davis stated that Americhem and the former Schwebel's are located on that street. It also takes traffic to Howe Avenue. Mrs. Pyke stated that she recognizes that a large portion of Newberry is commercial, but there is a section of the road by Sill that dips and has caution lights there to reduce the speed down to 25 miles per hour. She would ask that the speed limit on Newberry Street is reconsidered before it is designated as permissible for trucks. Trucks coming around that curve where Newberry Street and Main Street meet at 35 miles an hour cause a lot of vibration to the homes. Mrs. Pyke asked that Newberry Street be taken off the list until it can go back to the Traffic Committee to look at the speed limit.

Mr. Pallotta asked if there were any comments or questions concerning Main Street. Mr. Rubino stated that he would cite similar reasons to what they have heard regarding the other streets. He stated he was concerned that the integrity of the proposed legislation, itself, might not be working now. There is too much opposition to many parts of it, at least in Section 2. Regarding Main Street, there are commercial enterprises on Main Street, but, just as with other streets, there are also traffic concerns to think about. Mr. Rubino asked if they could get a little more background in making these street-by-street decisions and more information about the origin of what making these moves to these 13 streets might have been conceptually. Chief Davis stated that they have another Traffic Control meeting coming up in November. Mr. Rubino stated that although he understands the Traffic Committee's interest in trying to update street usage, it might be good thing to take a second look at this. He suggested that Council hold this section or the legislation. Mr. Pallotta stated that his intention is to amend parts of this ordinance and then revisit the parts that they have omitted in November and approve the rest of the ordinance. Mrs. Pyke asked if before they move forward on Main Street, will they specify what section of Main Street. There is a section of Main Street that is a one-lane street with cars parked on both sides that won't support truck traffic.

Mr. Pallotta stated that they will continue with the section concerning signage designating bike lanes on Chart Road. Chief Davis stated that what this does is puts designated lanes in the traffic control file so it keeps it in line with what was done on State Road. Mr. Pallotta stated they are already on the outside of the parallel parking lanes on Front Street to Broad Boulevard to Prospect Street. Chief Davis stated that the next section, prohibit parking on Front Street, is due to the new businesses located on the Front Street. There is a sight problem with the parking in that area coming off the side streets. There is a lot of pedestrian traffic down there with businesses and restaurants, so it makes for a safer environment.

Mr. Pallotta stated that he would entertain a motion to amend Temp. Ord. A-84 by deleting language in Line 31, Steels Corners Road; Line 32, Akron-Peninsula Road; Line 38, Bath Road to Graham Road; Line 39, Hudson Drive; Line 40, Bailey Road, Front Street to Munroe Falls Avenue; Line 41, Munroe Falls Avenue, Bailey Road to Portage Trail; Line 42, Newberry Street and Line 43, Main Street.

Mr. James moved to amend Temp. Ord. 84, second by Mr. Miller. Motion passed (3-0).

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Mayor Walters stated that he would like to provide an update on Utility Billing. At the last meeting, he had mentioned that October 10th was a holiday, so the bills went out on the 11th. For that billing cycle, 2,886 bills went out. The 15th, which hit on the weekend, went out today. For that billing cycle, 5,946 bills went out. Those are back on schedule. Mrs. Pyke stated that there was an editorial about someone who said that they did not get their utility billing questions answered. Mayor Walters stated that they were called back first thing this morning. Mayor Walters stated that he wants to let Council, the public and the press know that they are going to meet at 6:00 p.m. next Monday, prior to the Council meeting, at Third Street and Broad Boulevard at the Honorary Boulevard site. Everyone is welcome to attend. They will do the sign hanging prior to the Council meeting, because it gets dark early. At 6:30, he has asked President Pyke if, during miscellaneous business, he can make the presentation of the other sign to a notable figurehead in the community that everyone knows.

The meeting adjourned at 7:47 p.m.