

Minutes of the Roads & Safety Committee of Stow City Council Meeting held on Thursday, February 10, 2022 at 6:31 p.m.

Any members of the public wishing to have a public comment read at a standing committee or Council meeting must provide their name, address, and comment in writing to the Clerk of Council no later than 3 P.M. the day of the meeting. Comments may be delivered in person, by mail or emailed to clerkofcouncil@stow.oh.us. Any written public comments will be read by the Clerk of Council or another appropriate meeting participant during the requested meeting.

Public comments must come directly from the person requesting the comment to be read and cannot be compiled or vetted by a third-party representative. Any public comments requested to be read shall provide their name and address for the record and shall be read in the same reasonable time permitted to those speaking in person. Any public comments submitted by persons other than the indicated (signed) party will not be read.

Committee Members Present: Feldman, Lowdermilk, McIntire, and Riehl

Committee Members Absent: None

Other Council Members Present: Fiocca and Licate (Harrison was absent)

City Officials Present: Mayor Pribonic, Chief of Staff/Service Director Wren, Finance Director Costello, Police Chief Film, Fire Chief Stone, City Engineer McCleary, Law Director Syx, Planning Director Leppo, Deputy Clerk of Council Mottram and Clerk of Council Villers.

Press Representatives: None

**Call to Order**

Chairman Feldman called the meeting to order.

**Approval of Minutes**

Motion made by McIntire seconded by Riehl for approval of Minutes of the Roads & Safety Committee Meeting of January 13, 2022. Vote – Yeas: Feldman, Lowdermilk, McIntire, and Riehl. Nays: None. Motion carried unanimously.

**Business Item(s)**

**Discussion of Pavement Marker Improvements**

Mr. Scott Simpkins, 3843 Stow Rd., discussed the used of raised pavement markers. Ohio has been using raised pavement markers since the 1970's. He shared information regarding the benefits and reduction of accidents by making roads more visible. He shared the cost to purchase the markers and lifetime use. He suggested implementing the markers on the main roads. Mr. McIntire asked Mr. McCleary if the City of Stow has used the pavement markers. Mr. McCleary stated that the markers have been used on State Route 8, but not on the local roads. Mr. McIntire requested information regarding accidents that were caused

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because of failure to see the road boundaries. Mr. McCleary shared the City uses epoxy pavement markings in some areas for pavement visibility because it has a life of 5 years. Mr. McIntire requested a cost analysis of installing and to maintain the markers. Mr. Lowdermilk suggested pavement markers would be more beneficial on main roads that are poorly lit.

Discussion of Public Safety Non-Police Emergency Response

Mr. Feldman held this item in Committee.

Discussion of AMATS Projects - Request for detailed written review/timeline

Mr. McCleary shared a report regarding the AMATS Projects with Council members and administrative staff prior to the meeting. Mr. McCleary shared information of the timelines for projects and stated that there are supply chain delays even with planning the projects.

Motion made by McIntire seconded by Licate add the AMATS Projects Report to the record of the February 10, 2022 minutes. Vote – Yeas: Fiocca, Harrison, and Licate. Nays: Lowdermilk. Motion carried.

*AMATS Project Report was attached to the minutes.*

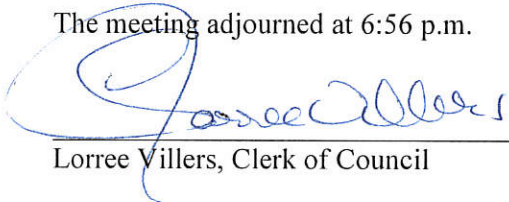
**Remonstrance Period**

None.

**Adjournment**

Motion made by Lowdermilk seconded by McIntire to adjourn. Vote – Yeas: Feldman, Lowdermilk, McIntire and Riehl. Nays: None. Motion carried unanimously.

The meeting adjourned at 6:56 p.m.

  
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Lorree Villers, Clerk of Council

  
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Cyle Feldman, Chairman

Minutes prepared by:

  
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Sonya Mottram, Deputy Clerk of Council



## *Interoffice Memo*

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**Date:** February 10, 2022

**To:** Cyle Feldman, Roads and Safety Chairman

**From:** James D. McCleary, P.E., P.S., City Engineer

**Subject:** AMATS Projects – Detailed Written Review and Timeline

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The following transportation improvement projects have been funded by AMATS (Akron Metropolitan Area Transportation Study) with federal funding which is approximately 80% federal funding and 20% local funding. The one highway safety project is approximately 90% federal funding and 10% local funding. All timelines are tentative as most of these projects are currently being programmed at O.D.O.T. (Ohio Department of Transportation) and must meet the fiscal year when AMATS has funds available:

- **Graham Road Resurfacing Project**  
This is a resurfacing project from 700 feet east of S.R. 91, Darrow Road to Newcomer Road. This is approximately 12,100 feet of pavement, 32 to 40 feet wide. This roadway's ADT (average daily traffic) is approximately 15,000 vehicles. The project will include 3" of planing, full and partial depth asphalt repairs, replacement with 1-3/4" asphalt intermediate course and 1-1/4" asphalt surface course, epoxy pavement markings, signage, and handicap ramp upgrades meeting ADA compliance. This project is currently being programmed to be bid out with the Graham Road/Fishcreek Road Intersection Project as it connects to both sides of the intersection on Graham Road. This is tentatively scheduled to be bid out in the fall of 2022. The engineering design must be completed in four months to meet this timetable. Resurfacing will be completed in the summer of 2023 after the entire intersection is upgraded. The STBG (Surface Transportation Block Grant) grant funding is \$700,000 plus \$87,500 incentive with TRC money to be completed within 2 years of the award (Toll Revenue Credit).
- **Graham Road/Fishcreek Road Intersection Project**  
This project was awarded through O.D.O.T.'s Highway Safety Funding Program. This project will remove the two traffic islands, improve and upgrade crosswalks, add ped signals with audio push buttons for use by visually impaired pedestrians, upgrade handicap ramps, implement access management, revise driveway alignment, reconstruct all traffic signals and signs, resurface and stripe

Graham Road 650 feet to the west, 550 feet to the east, and Fishcreek Road 380 feet to the north and 570 feet to the south. Resurfacing will be 3" of planing and replacement with a 1-3/4" of intermediate asphalt, Type 2(448) and 1-1/4" of surface course Type 1 (448) PG70-22M. Engineering is completed. This project is scheduled to be bid out this fall of 2022 which is O.D.O.T. fiscal year 2023. Construction will be completed in the summer of 2023. Funding for this project is 90% federal and 10% local. City of Stow received a grant for \$974,089 for engineering and construction.

- **Kent Road Corridor Signal Improvements**

This project will replace all thirty year old traffic signal poles, mast arms, controllers, pre-emption, signal heads, signs, traffic actuation, pedestrian upgrades, and handicap ramps. The signals will be control actuated with video cameras and the intersection controllers will be able to communicate with the next intersection controller in a coordinated interconnected system. Kent Road has an ADT of 18,000 vehicles. This will allow traffic to flow smoothly with minimal delays. There are currently ten traffic signals between Sycamore Drive and Fishcreek Road. The CMAQ (Congestion Mitigation Air Quality) funding is \$1,520,145 for construction. Engineering is scheduled to take two years. The project will be bid out in the fall of 2024 with construction in 2025.

- **Darrow Road Reconstruction**

- **Darrow Road Sidewalks**

- **Darrow Road Signal Improvements**

These three projects are being programmed to be combined with the Urban Paving Project to lessen the inconvenience to the travelling public during construction. The projects include installing all missing sidewalks on both sides of the street, replacing and upgrading all controllers, poles, mast arms, signal heads, signage, pedestrian poles and signals, preemption, actuation, and coordination. This project also includes full reconstruction and replacement of deteriorated I-2 inlets, storm sewers, curb and gutters. The pavement will be rebuilt in some areas where underlying brick is less than 3 inches below the surface which causes major reflective cracking, and numerous pot holes. The project will include transit improvements, such as bus shelters and shared use pedestrian and bike connections to existing bike trails. After completion of all improvements, S.R. 91 will be planed and resurfaced with 1-3/4" asphalt intermediate course and 1-1/4" asphalt surface course, epoxy striping will be placed and signage will be upgraded. S.R. 91, Darrow Road Project will be 17,300 feet (3.28 miles) from our southern corporation line to Norton Road. Darrow Road's ADT is approximately 18,000 vehicles. Engineering and right of way acquisition environmental documents will take approximately three and a half years to complete. This project is tentatively scheduled to be bid out fall 2025 with construction completed in 2026. The City received a \$700,000 TASA (Transportation Alternatives Set Aside) Grant, \$1,197,690 CMAQ Grant, and \$4,660,000 STBG Grant.

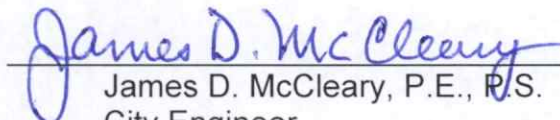
- **Veterans Trail Project**

This is a joint project with the City of Hudson. The City of Hudson is the lead agency. This project will begin at Springdale Road where it connects to the

Stow, Cuyahoga Falls, Silver Lake Bike Connector and goes north to Barlow Road. This section is approximately three miles long. The Metro RTA (Regional Transit Authority) rails will be removed and an eight foot wide asphalt trail will be placed on the railroad bed. This project received \$700,000 TASA Grant. Hudson would like to build it the summer of 2024, which will be coordinated with the Stow, Cuyahoga Falls, Silver Lake Bike Connector Project.

- **Stow, Cuyahoga Falls, Silver Lake Bike Connector**

Stow is the lead on this joint project. The project starts at the S.R. 8 pedestrian crossing on the Metro RTA rail line approximately eight hundred feet south of Graham Road. This project traverses north to Springdale Road where it is approximately 1.26 miles in total length. The Metro RTA Rails will be removed and an eight foot wide asphalt path will be placed on the railroad bed. This project received a \$700,000 TASA Grant. We are currently awaiting final approval and maintenance agreements from Metro RTA and FTA (Federal Transit Authority) approval to change the path from Rails to Trails. Our tentative schedule is to have engineering completed by summer of 2024 and bid this project out for construction the same year.

  
James D. McCleary, P.E., P.S.  
City Engineer

JDM/mb