

CITY OF PIQUA, OHIO  
PLANNING COMMISSION MEETING MINUTES  
TUESDAY,  
MAY 8, 2012 6:00 P.M.  
MUNICIPAL GOVERNMENT COMPLEX - COMMISSION CHAMBERS

**CALL TO ORDER**

6:00 P.M. -- Chairman Spoltman called the meeting to order. Mr. Spoltman noted for the record the hearing of each item would be conducted according to a modified Roberts Rules of Order, more specifically as follows:

- A. Clerk to State the Agenda Item
- B. Staff Comments
- C. Applicant/Agent Comments
- D. Other Affected Parties Comments
- E. Board Member Comments and Questions
- F. Board To Take Action On The Item

**ROLL CALL**

Members Present: Jim Oda, Mark Spoltman, Jean Franz, Brad Bubp, and Mike Taylor  
Members Absent: None  
Staff Members: Chris Schmiesing, Becky Cool  
Attendees:

**MEETING MINUTES**

Chairman Spoltman asked if there were additions, deletions or corrections to be made to the meeting minutes included in the agenda packet. Mr. Oda made a motion to approve the April 10, 2012 meeting minutes as submitted. Mrs. Franz seconded the motion. Mr. Oda, Aye: Mr. Bubp, Aye: Mr. Taylor, Aye: Mrs. Franz, Aye: and Mr. Spoltman, Aye. Nay: None. A roll call vote resulted in a 5-0 vote in supporting the motion to approve the meeting minutes as submitted.

**NEW BUSINESS**

None

**OTHER BUSINESS**

**Commercial Street Neighborhood Bike Path Connector Project**

A public hearing to present information and solicit public comment concerning the design characteristics of the referenced project.

Chairman Spoltman explained this is the Public hearing on the Commercial Street Neighborhood Bike Path Connector.

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City Planner Chris Schmiesing gave a brief presentation and comments were solicited from the public regarding the project. Mr. Schmiesing stated the City has constructed 13 miles of Bike Path Trails throughout the community with locations along the Great Miami River Recreational Corridor, along the Piqua Hydraulic Canal, and a trail between the East Corporation Limits to the West Corporation Limits along the former rail bed. This is the beginning stage for this project and the next phase is to establish a connector to the neighborhoods, businesses, schools, and parks.

The City has secured Congestion Mitigation & Air Quality (CMAC) funds through the State of Ohio with their affiliation with the Miami Valley Regional Planning Commission to help fund this project. The majority of the funds are through that program and there is a local match that is a part of the project, and all totaled the improvements will represent about a half million dollars in investments in the community.

Mr. Schmiesing explained where each of the neighborhood connectors would be located with the whole focus on being able to take advantage of Commercial Street which is a dedicated public street but looks like and functions more like any alley. The plan is to reinvent the corridor so that it can better serve the neighborhood both in its existing capacity as an alley, and also as a neighborhood amenity, bike trail, pedestrian facility, and as its connection to the Mote Park area.

Mr. Schmiesing introduced Dan Hoying and Larry Sack, Design Consultants from LJB who provided additional technical information concerning the project details. Dan Hoying, Project Manager from the LJB Civil Consulting Firm, stated they have been working with Mr. Schmiesing and City Engineer Amy Havenar since the first of the year on this project. The project is still in the preliminary stages. Mr. Hoying presented a brief power point presentation on the conceptual alignment and conceptual design from one end of the project to the other.

Mr. Schmiesing stated the intention of the meeting is to solicit public input and receive recommendations from the Planning Commission. At the conclusion of the meeting the information will be documented and returned to the Design Consultant so they can establish a more informed design, stated Mr. Schmiesing.

### **Project Objectives & Purpose**

- Connect the E-W Path to the N-S Trail
- Connect Mote Park
- Connect the neighborhoods

### **Challenges**

- Crossings at College & Main,
- Moving from off-street to on-street

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- Right –of-way
- Budget

Larry Sack explained some of the other aspects of the project.

**Review of the Alignment & Typical Sections**

- Public Works - interim condition, eventual redevelopment with the power plant and side path
- Intersection – crossing College Street, a seven leg intersection, canal and two railroads, interim fix, islands on College Street for crossing, utilizing open space
- North end – install bump outs, driveways
- Mote Park, walks and parking area

Mr. Sack explained the reasons for doing the complete streets, stating it s good for the health and safety of the community, and offers residents an alternate mode of transportation around the community.

**Complete Streets Basics**

- ABC Cyclists – A-Advanced cyclists, B- Basic cyclists, C-Children
- Types of bike facilities – bike lane, wide curb lanes, a bike boulevard, side paths on road
- Traffic Control Toolbox HAWK Beacons, RRFB, signing, markings

**Traffic Control Elements**

- RRFB
- Signing and Marking, Signals (bike lane sign, may use full lane, and a sharrow

Mr. Sack further explained that marked crosswalks are not enough, the use of a Rectangular Rapid Flash Beacon (RRFB) with LED Lights would be useful as drivers have difficulty-seeing cyclist coming from the right.

Mr. Spoltman asked if Mr. Sack could explain how bicyclist would come from a two-way bike path on to the right side lane of a street. Mr. Sack explained.

Mr. Oda asked if when coming from the Bike Path and crossing Main Street over to Clark Avenue, and then proceeding north to Wayne Street, would there would be any type of signage to reflect the type of roadway they are moving on to. Mr. Sack explained.

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Mrs. Franz asked if any parking would be eliminated in the 700/800 block of S. Wayne Street, and if there would be a bike lane marked. Mr. Schmiesing explained there are no plans to eliminate parking as a result of the proposed design, and in the 700/800 block of S. Wayne. The area would be designated with a sharrow pavement marking which indicates to the motorists it is being used by bicyclist also.

Mr. Sack continued to explain where the various bike lanes would be located and they type of signage that would be used.

Mr. Spoltman asked how do you know when you are considered a pedestrian or not? Mr. Sack stated there is no signage designating pedestrian areas, and further explained.

Mrs. Franz stated she is still concerned about the College Street & Commercial Street bridge area. Mr. Sack stated the plan is to do earth firming in those areas.

Mr. Oda asked about the storm drainage in the bridge area? Mr. Schmiesing explained.

Mr. Hoying explained what was presented is really just a preliminary design, and the next step is the preliminary budget. They have identified some things that may have to be pulled out of the project at this time. Landscaping is one of the items that was not included as it can be added at a later date, the possibility of reducing the pavement resurfacing on Clark, Wayne and Garnsey to just milling and paving, installing concrete shoulders along several streets will also be reconsidered, the College Street islands would have the RRFB's if possible, or maybe be able to add crosswalks, and the Mote Park spur connection is still under consideration at this time.

Mr. Spoltman inquired about how the concrete shoulders would be used and how they are included in the area. Mr. Hoying explained.

Mr. Oda asked about the budget constraints on the use of the RRFB's at College Street. Mr. Hoying explained.

The next step is to sit down with the City staff and refine the Budget. The plan is to present the plans to ODOT in June, and the final design plans are to be submitted in September. The final right of way issues are scheduled to be completed by December. The construction of the project with allowances for right- of- way acquisitions and utility relocations is allocated for July 2014, stated Mr. Hoying.

Mr. Schmiesing added this is a conceptual plan at this time, and there are still budget constraints, hopefully landscaping may still be included in the project if at all possible. This project will not be possible without some land acquisition at the north end, but so far the property owners have been receptive. Also taking streets like Clark Avenue and continuing the bike path markings all the way up and into Pitsenbarger Park in the future would be a great feature.

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Mr. Schmiesing stated there were comment sheets available in the back of the room and asked those in attendance to please take the time to leave their thoughts and comments on this project for their review.

Mr. Oda asked if it would be possible to connect the existing Bike Path to the Giles Park on S. Main Street in the future. Mr. Schmiesing explained.

There was discussion of plantings and trees in several of the intersections. Mr. Bubp stated he feels it is a good idea to have alternative bids when there are budget constraints. Mrs. Franz asked where the money was going to come from for the acquisition of properties that are needed to complete the project. Mr. Schmiesing stated there is a line item in the budget for the acquisitions.

### **Public Comment**

Joe Simmons, Clifton Drive, came forward stating he grew up in the area and believes the project is very exciting, and he is all in favor of the project moving forward.

Todd Richardson, 434 S. Roosevelt, came forward stating he feels it is a great idea, but is a little concerned about the refuse pickup in the area, and the parking in the rear of the properties along Commercial Street. Mr. Schmiesing explained.

Mark Alexander, 713 S. Roosevelt, came forward stating he is concerned about the parking spaces in front of his home. If the project moves forward he will lose four parking spaces and end up with only one parking space in front of his home. Mr. Schmiesing explained how the parking would impact Mr. Alexander's property. Mr. Alexander inquired about plans for a city owned vacant lot on the corner of Garnsey and Roosevelt. Is the city planning to use that area for parking for the bike path? Mr. Schmiesing stated there are no plans to use the vacant lot for a parking lot at this time. Mr. Alexander voiced his concern about the fact that bicycles are not allowed in Mote Park as indicated by a sign at the entrance to the park off of South Street, as the new Bike Path is going to go through the Park. Mr. Schmiesing stated he would look into it, as he was not aware of any signage stating that at that location.

### **Transportation Advisory Committee**

Mr. Schmiesing gave a brief update on the formation of an ADHOC Bikeability/Walkability Committee, and have identified individuals interested in participating, with plans for a meeting being set up in a couple of weeks. The committee will be asked to help complete a walkable/bikeable community survey form through the American League of Bicyclists to help the City of Piqua achieve the certification as a Bike Friendly Community.

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**Monthly Reports**

Mr. Schmiesing stated a public meeting was held recently and public input was solicited for the Downtown Riverfront Redevelopment Plan. This is the area between the East Main Street Bridge and Lock 9 Park extending a block or so to the west and to the north. The City received a grant from the Ohio Department of Development as they are assisting with formulating a vision and a redevelopment plan for that area. The plan is to take advantage of the riverfront area by taking under-utilized tired obsolete buildings, and putting them back into a productive use, stated Mr. Schmiesing. A lot of good information was gathered and now we are in the process of taking the information, and formulating some concepts what that redevelopment might look like. The next step is to take the concepts, and put it back out there for feedback. Next step would be to draft a final plan that the community can adopt that would give us a tool to approach potential developers, and begin to look toward implementing the plans, said Mr. Schmiesing.

Mr. Schmiesing thanked everyone for attending the Public Hearing.

**Adjournment**

With no further business to conduct it was moved and seconded that the regular meeting be adjourned. With all those present in favor the regular meeting was adjourned at 7:15 P.M.