

AMENDED

**CITY OF DELAWARE
PARKING AND SAFETY COMMITTEE
COUNCIL CHAMBERS
1 S. SANDUSKY ST.
7:00 P.M.**

AGENDA

MAY 16, 2016

1. ROLL CALL
2. APPROVAL of the Motion Summary of the Parking and Safety Committee Special meeting held January 4, 2016, as recorded and transcribed.
3. PUBLIC COMMENT
4. DISCUSSIONS:
 - A. The Installation of Multi-Way Stop Signs at North Liberty Street and West Fountain Avenue.
 - B. The Review of the City Ordinance Fee Schedule for: 1) Parking Fines, 2) Handicap Parking Fines, 3) Parking over the Designated Parking Space Line Fines; per 351.03-Prohibited Standing or Parking Places.
 - C. The Discussion of Commercial Vehicle and Truck Parking in Residential Areas (Updating Classification Terminology).
5. NEW BUSINESS
 - A. On Street Parking Consistency in Neighborhoods (Ohio Fire Code)
 - B. Citywide Traffic Signal Study
6. OLD BUSINESS
 - A. North Sandusky Street Parking Reduction
 - B. One-Way Alley Conversion at Union Street Alley

7. BRIEFING BY THE PARKING CONSULTANTS
8. COMMITTEE COMMENTS
9. ADJOURNMENT

**PARKING AND SAFETY
MOTION SUMMARY
January 4, 2016**

ITEM 1. ROLL CALL

Chairman Shafer called the special Parking and Safety Committee meeting to order at 7:00 p.m.

Members Present: Councilman Chris Jones, Vice-Chairwoman Lisa Keller, and Chairman Kent Shafer

Council Members Present: Mr. George Hellinger, Mayor Carolyn Riggle

City Staff Present: Bruce Pijanowski, Police Chief, John Donahue, Fire Chief, Lance Schultz, Zoning Administrator, and Jessica Ormeroid, Project Engineer

ITEM 2. APPROVAL of the Motion Summary of the Parking and Safety Committee meeting held November 16, 2015, as recorded and transcribed.

Motion: Mr. Jones moved for the approval of the Motion Summary of the Parking and Safety Committee meeting held November 16, 2015, seconded by Vice-Chairwoman Keller. Motion approved by a 3-0 vote.

ITEM 3. PUBLIC COMMENT

Mr. Carter Johnson
86 W. Lincoln Avenue
Delaware, Ohio 43015

Mr. Johnson petitioned for signage to be removed in front of his property. Mr. Shafer recommend to have staff make sure sign is in compliance with the code.

ITEM 4. DISCUSSION

A. A discussion was held on the installation of "No Parking" signage along the north/west side of the curve on Balleter Drive from the west side of Silverwood Drive, to approximately 100 LF south of the 892 Balleter Drive; with parking permission on the south/east side of Balleter Drive through the curve.

PUBLIC PARTICIPATION:

Tom Bonacuss
880 Ballater Drive
Delaware, Ohio

Mr. Bonacuss stated he was in agreement with staff recommendations for parking restrictions. Mr. Bonacuss recommends that the walking path on the east side of street is not visible due to landscape mounding and would like to have additional signage stating no parking around the walking path. Staff supportive of the request.

Motion: Vice-Chairwomen Keller moved to restrict parking on the north and west side of Balleter Drive, from Silverwood Drive to the golf cart path, as well as across the street on the east side by golf cart path, seconded by Mr. Jones. Motion approved by a 3-0 vote.

B. A discussion was held on the removal of on street parking in front of the Delaware County Courthouse on North Sandusky Street.

APPLICANT:

John Melvin, Facilities Director
Delaware County
1405 U.S. Route 23 North
Delaware, Ohio

Tom Potts
405 Capitol Street
Charleston, West Virginia

Mr. Melvin discussed the net gains of 151 parking spaces for staff use only. Mr. Melvin discussed the use of surface lots for public parking and that prior to the construction, these spots were utilized by staff only. Mr. Melvin explained that much of staff that park in the Hayes Building surface lot will park in the new secure lot. Mr. Melvin explained that surface lots of the Hayes Building on the east and west side of Union Street are public parking after hours.

Mr. Potts discussed security concerns with allowing parking to remain in front of the courthouse. Mr. Potts discussed potentially extending the curb out on Sandusky Street to make a landscape area.

Mayor Riggle discussed the entrances to the parking garages. Mayor Riggle stated that in a previous meeting with Commissioner Merrell, it was discussed that the County allow the city to use the top levels after hours and on weekends. Mr. Melvin indicated that this agreement is still in the works. Mayor Riggle discussed her preference to allow for public parking in the top levels and not just in the parking lots off of Union Street. A discussion was regarding the need to table the issue until an agreement is finalized.

PUBLIC PARTICIPATION:

Scott Miller

103 North Union Street
Delaware, Ohio 43015

Mr. Carter Johnson
86 W. Lincoln Avenue
Delaware, Ohio 43015

Mr. Miller voiced his concern regarding the east/west alley traffic access south of the courthouse. Mr. Miller discussed his open lot to his business is located off this alley. Mr. Miller requested that the alley restrictions for traffic on the alley begin west of his parking lot.

Mr. Johnson voiced his concerns regarding parking lot access behind his church.

Motion: Mr. Jones moved to table the discussion regarding the removal of seven designated parking spots in front of the Delaware County Courthouse on North Sandusky Street until the scheduled February meeting, seconded by Vice-Chairwoman Keller. Motion approved by a 3-0 vote.

Motion: Mr. Jones moved that the alley opposite of Court Street will is a two way alley from Union Street to the north/south alley off of Central Ave, and then it shall become a one way alley eastbound to Sandusky Street, seconded by Vice-Chairwoman Keller. Motion approved by a 3-0 vote.

ITEM 5. COMMITTEE COMMENTS

ITEM 6. ADJOURNMENT

Motion: Mr. Jones moved to adjourn the meeting. The Parking and Safety Committee meeting adjourned at 7:51 p.m.

Kent Shafer, Chairman

Elaine McCloskey, Clerk



MEMORANDUM

TO: William L. Ferrigno, P.E., Public Works Director/City Engineer

FROM: Matthew B. Weber, P.E., Deputy City Engineer
Jessica Ormeroid, PE, PTOE, Project Engineer II

DATE: 5/4/16

RE: N. Liberty Street & W. Fountain Avenue Multi-way Stop Request & Analysis

This memorandum has been developed to compile all the documentation to date for the multi-way stop sign request and analysis for the intersection of N. Liberty Street and W. Fountain Avenue.

History of Multi-way Stop Request & Analysis

The timeline below outlines the list of events in chronological order:

- 7/19/14: Original request was made by a resident in response to their observation of vehicles not yielding to pedestrians within the crosswalk when driving through the intersection, in particular students walking to Smith Elementary School.
- 7/21/14: Speed data that was collected resulted in an 85% speed of 31 mph.
- 8/19/14: Traffic Counts were taken after school started for the 2014-2015 school year and 5-year accident history obtained from 2009-2014. Based on OMUTCD criteria, a multi-way stop was not warranted at this location.
- 5/27/15: Request was made again for a multi-way stop by the same resident. Given that new traffic data would need to be collected when school was in session, the analysis for this request was delayed until the 2015-2016 school year began.
- 8/6/15 & 8/7/15: Additional advanced school zone signage and markings were added to the northbound, eastbound and westbound approaches to the N. Liberty Street and W. Fountain Avenue intersection. These countermeasures were enacted to enhance and better identify the school zone for vehicles approaching this intersection.
- 8/13/15:
 - Traffic counts were taken after school started for the 2015-2016 school year and accident history for the remainder of 2014 and the portion of 2015 was obtained to compile with the accident history already gathered in 2014. Based on the OMUTCD criteria (see below), a multi-way stop was not warranted at this location.
 - Speed data that was collected resulted in an 85% speed of 30 mph for the entire day and 25 mph during the period of the day when the school zone flashers are in operation (7:45AM-8:40AM & 3:10PM-3:45PM).
 - Sight distance was evaluated and it was found that visibility was partially obstructed when stopped at the stop bars for vehicles traveling eastbound and westbound on W. Fountain Avenue and looking towards the north or south. Visibility is improved and adequate once a vehicle pulls half a car lengths forward into the crosswalk (see pictures under the Summary of OMUTCD Multi-way Stop Warrant Analysis section). This is typical at many locations within the City for vehicles to come to a complete stop at the stop bar and then slowly proceed forward into the crosswalk to obtain better visibility and check for oncoming traffic.
- 11/16/15: This request was on the Parking & Safety Meeting Agenda and the Committee Members heard concerns from area residents regarding this intersection.

- Mid-November 2015: Resident of 11 Mason Avenue submitted a summary of reasons not to approve the request along with recommended countermeasures in lieu of a multi-way stop.
- 2/11/16: Survey of Area residents opposed to the installation of a multi-way was submitted to the City. Results showed 29 out of 33 residents surveyed were **NOT** in favor of a multi-way stop at this intersection.
- 2/19/16: City Staff met with Delaware City School Officials to review the request and obtain their feedback on the installation of a multi-way stop at the intersection. The Delaware City School's stance on this issue is neutral and it was stated that they do not provide a crossing guard at this intersection, nor do they plan to add one at this location in the future.

Summary and Findings Regarding OMUTCD Multi-Way Stop Warrant Analysis

The following criteria should be considered in the engineering study for a multi-way stop sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. **(Finding: based on 24-hour counts taken on 8/13/15 for W. Fountain Avenue and N. Liberty Street, this intersection does not meet any of the signal warrants outlined in Chapter 4C of the OMUTCD.)**
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. **(Finding: the accident history for this intersection is summarized below and does not meet the criteria of 5 or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation.)**
- 2009: One (1) accident (CR09-586), rear-end collision on northbound N. Liberty Street at W. Fountain Avenue.**
 - 2011: One (1) accident (CR11-344), side-swipe collision with a parked car and alcohol was a factor.**
 - 2012: One (1) accident (CR12-825), side-swipe collision with a parked car and alcohol was a factor.**
 - 2014: One (1) accident (CR14-479), angle collision caused by a westbound traveling vehicle failing to yield to traffic on southbound N. Liberty Street.**
 - 2015: one (1) accident (CR15-769), angle collision caused by a westbound traveling vehicle failing to yield to traffic on southbound N. Liberty Street.**
- C. Minimum Volumes:
- The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour of any 8 hours of an average day, and **(Finding: Based on the 24-hour traffic count taken on 8/13/15, N. Liberty Street doesn't meet this condition for any hours of the day. See attached counts.)**
 - The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to the minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but **(Finding: based on the 24-hour traffic count taken on 8/13/15, W. Fountain Avenue doesn't meet this condition for any hours of the day. See attached counts.)**
 - If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2. **(Finding: based on the speed data obtained on 8/13/15, the 85th percentile speed is 30 mph. This doesn't exceed 40 mph so this section will not apply to this intersection.)**
- D. Where no single criterion is satisfied, but where the Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition. **(Finding: based on the accident**

history and 24-hour count data for both roadways, B, C.1 and C.2 are not satisfied at 80 percent of the minimum values.)

****(Optional Additional Analysis)****

Other criteria that may be considered in an engineering study include:

- 1) The need to control left turn conflicts;
- 2) The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- 3) Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop, and
- 4) An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Findings:

- 1) *Based on the past accident history at this intersection, there have been two (2) accidents in the past two (2) years as a result of a westbound traveling vehicle failing to yield to traffic on southbound N. Liberty Street. Based on the above summary of results, a multi-way stop at this intersection is not warranted by traffic volumes or accident history but given the types of accidents that occurred in 2014 and 2015, it is recommended that "Cross Traffic Does Not Stop" signage be installed below the "Stop" signs for the westbound and eastbound W. Fountain Avenue.*



- 2) *There is not a vehicle/pedestrian accident history at this intersection.*
- 3) *Sight distance pictures for east and westbound W. Fountain Avenue when looking to the right from each approach are provided below. Again, visibility is improved and adequate once a vehicle pulls half a car lengths forward into the crosswalk. This is typical at many locations within the City to have to come to a complete stop at the stop bar and then slowly proceed forward into the crosswalk to obtain better visibility and check for oncoming traffic.*
- 4) *Based on the 24-hour traffic counts, these two roadways are not classified as the same type of roadway. N. Liberty Street in this area of the City is classified as a Collector roadway with an ADT of 2292 and W. Fountain Avenue is classified as a Local roadway with an ADT of 476. Therefore, each roadway has different operating characteristics.*

City Policy Regarding Installation of Unwarranted Multi-Way Stop Signs in Residential Neighborhoods

The following criteria was established by City Resolution 03-79:

- A) Requests for the additional stop sign be presented to the City in writing form the neighborhood group or appointed representative. *Two (2) requests were made to the City by the same resident on 7/19/14 and 5/27/15.*
- B) A signed petition be presented demonstrating neighborhood support for additional stop signs by at least 75% of property owners with the property fronting the affected streets for a distance of at least five-hundred feet in all directions of the intersection. *Survey of Area residents in favor of the multi-way stop was submitted to the City on 2/11/16. Results showed 29 out of 33 residents surveyed were not in favor of a multi-way stop at this intersection which does not meet the 75% requirement.*
- C) The intersection being considered is located on streets defined as residential, low-volume local streets with a traffic count of less than 2000 vehicles per day. *Traffic count data obtained on 8/13/15 for N. Liberty Street resulted in 2292 vehicles in a 24-hour period and for W. Fountain Avenue resulted in 476 vehicles in a 24-hour period. The ADT for N. Liberty Street does not meet the criteria for a residential, low-volume local street by having a traffic count greater than 2000 vehicles per day.*
- D) A current speed study indicates the recorded 85th percentile speed be at least 5 mph in excess of the posted speed limit. *Speed data obtained on 8/13/15 resulted in the 85th percentile speed of 30 mph which is at least 5 mph in excess of the 25 mph posted speed limit.*
- E) A thorough evaluation of the intersection by the Public Works Director/City Engineer, Fire Chief, Police Chief and City Attorney find no specific reason to prohibit the installation of the additional stop sign. *No compelling reasons found to prohibit the sign.*

Staff Conclusions & Recommendations

A multi-way stop condition is not warranted at this intersection by state/federal code, however, it is eligible for a local policy exemption if supported by the neighborhood. Survey results **do not** support the installation of the additional stop signs. Staff recommends installation of "CROSS TRAFFIC DOES NOT STOP" placards as mentioned previously. Lastly, Smith Elementary should urge students walking to and from school to avoid crossing Liberty Street at Fountain Avenue, and instead cross Liberty Street at Heffner Street where there is a multi-way stop and crossing guards. City staff will share this recommendation with Delaware City Schools.

APPENDIX (PHOTOGRAPHS)



Facing West @ Stop Bar



Facing West past Stop Bar
½ Car Lengths into Crosswalk



Facing East @ Stop Bar



Facing East past Stop Bar
½ Car Lengths into Crosswalk

Jessica Ormeroid

* Original Request on page 4

From: Jessica Ormeroid <jessicaormeroid@gmail.com>
Sent: Tuesday, July 22, 2014 2:13 PM
To: Jessica Ormeroid
Subject: Fwd: RE: Stop sign

----- Forwarded message -----

From: "Bill Ferrigno" <bferrigno@delawareohio.net>
Date: Jul 22, 2014 1:50 PM
Subject: RE: Stop sign
To: "Christopher Gorz" <cgorz612@yahoo.com>, "Andrew Brush" <ABrush@delawareohio.net>
Cc: "R Thomas Homan" <rthoman@delawareohio.net>, "jessicaormeroid@gmail.com" <jessicaormeroid@gmail.com>, "Bruce Pijanowski" <bpijanowski@delawareohio.net>, "John Donahue" <jdonahue@delawareohio.net>, "Dan Whited" <dwhited@delawareohio.net>

Chris –

Staff will be reviewing the issue next week at our traffic coordination meeting. We have already scheduled pedestrian movement count (after school starts), a traffic speed study, and a 5-year accident history report. With this data, we will see if any red flags pop up. I also need to discuss the request with Police and Fire Departments for their input. It will take a few weeks to complete the speed study and counting work. Pedestrian observations should wait until school is back in session.

From my experience, I don't believe we will meet a primary warrant for All-Way stop control as dictated by OMUTCD. Assuming this to be the case, you can option to continue your request through the petition process as long as staff finds no reason to object. We will help with the language so that accurate information is presented for property owners to consider.

Thank you for your willingness to be involved in the matter.

Bill Ferrigno

From: Christopher Gorz [mailto:cgorz612@yahoo.com]
Sent: Monday, July 21, 2014 1:19 PM
To: Bill Ferrigno; Andrew Brush
Cc: R Thomas Homan; jessicaormeroid@gmail.com; Bruce Pijanowski; John Donahue; Dan Whited
Subject: Re: Stop sign

Bill,

Thank you for the email. As I understand it, the following steps will need to be taken to review and add a 4-way stop.

1. Intersection movement study (including accident data review).
2. City Staff would make a recommendation to the Parking & Safety Committee

If the Parking & Safety Committee did not approve the residence could petition for the installation of an all-way stop control if additional parameters can be met including approval by Public Works, Police and Fire Departments, documented and observable speeding problem, non-arterial route classification, and support of 75% of the surrounding four-block neighborhood.

So this provides me an idea of what needs to be done. What steps does Andrew (or I) need to take to get this process started?

I believe it will be easy to get a documented and observable speeding problem at this intersection during peak and off peak hours. One example of a key high traffic period is during county fair week. The school actually hires extra crossing guards for this intersection. While the students have a four way stop at the intersection North of Smith, there is not a four way stop South of the school until you get to Lincoln. Another key period of time is when the high school lets out. The 4th Ward continues to attract younger families with Smith School seeing its first expansion in many decades. With this expansion we'll continue to see more students trying to cross at this intersection.

I'm happy to get community support through a petition at this time, but it looks like several other steps need to occur before that is needed. Are there any specific forms that need to be used when circulating a neighborhood petition to document support by 75% of the surrounding four-block neighborhood?

Thank you,

Chris

On Sunday, July 20, 2014 12:17 PM, Bill Ferrigno <bferrigno@delawareohio.net> wrote:

Andrew & Chris -

Thank you for the inquiry. I'm familiar with the intersection and even took a closer look at it again yesterday. The process of adding stop sign control is strictly regulated by the OMUTCD, the code by which all signage must be in conformance with. Stop signs are generally installed to establish the right of way for a particular direction of traffic movement, in the case of this intersection, for the north/south movements. All-Way stops are added when one or more of several listed conditions are met e.g. lack of gaps for the side street traffic (vehicular or pedestrian) to cross safely, poor site distance, or above average accident history to name a few. The process of reviewing an intersection for modified right of way control would start with a intersection movement study, generally performed during peak traffic hours during school when pedestrian movements are at maximum. Accident data would also be gathered and reviewed. If a warrant is met for all-way control, staff would make a recommendation to the Parking & Safety Committee which in turn could concur and send the recommendation on to council for legislative approval. If warrants are not met, the city approved provisions several years ago for a neighborhood to petition for the installation of an all-way stop control if additional parameters can be met including approval by Public Works, Police and Fire Departments, documented and observable speeding problem, non-arterial route classification, and support of 75% of the surrounding four-block neighborhood. I can send this criteria to you Chris if you are interested in reviewing it at this time.

I hope this provides some idea regarding the process of reviewing intersection traffic control. Please feel free to contact me if you have additional questions regarding this matter.

Bill Ferrigno

Director of Public Works/City Engineer

From: Andrew Brush
Sent: Saturday, July 19, 2014 1:45 PM
To: Chris Gorz; Bill Ferrigno
Cc: R Thomas Homan
Subject: Re: Stop sign

Chris,

I'm copying city engineer Bill Ferrigno on this email. Bill: what are our options here?

Thanks,

Andrew Brush
[+1 \(740\) 803-1389](tel:+17408031389)
Sent from my iPhone.

On Jul 19, 2014, at 12:40 PM, "Chris Gorz" <cgorz612@yahoo.com<mailto:cgorz612@yahoo.com>> wrote:

Hi Andrew,

In anticipation of the new school year I'd like to get your assistance. The corner of Liberty and Fountain is in need of a stop sign. This is particularly true during school start and end times when even parents dropping off their children don't yield to pedestrians (children that go to their school). I'm happy to do what is needed to get documentation of support from residences in the 4th ward. If you could please layout what you need and/or steps to take for the sign to get installed that would be very much appreciated.

Thank you,
Chris Gorz

[740-972-5697](tel:740-972-5697)

Sent from my Samsung Galaxy™ S II 4G

This message may contain confidential and/or proprietary information and is intended for the person/entity to whom it was originally addressed. Any use by others is strictly prohibited.

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Memorandum

Date: July 23, 2014

To: William L. Ferrigno, P.E,
Director of Public Works/ Engineering

Marion Stephen
Engineering Technician

Jessica Ormeroid
Project Engineer Public Works

From: David Tobin
Engineering Intern

SUBJECT: Traffic Speed Study for Liberty St.
Date of data collection: July 21, 2014

Background:

The City of Delaware, Department of Engineering Services performs routine updates to speed studies on many streets making up the local roadway network. These studies track and identify particular traffic issues such as neighborhood speeding or changes in vehicle accident rates. The data shown in this report was collected using a Stealth Stat Radar Detection Device positioned at 286 N Liberty St near Fountain Ave on July 21, 2014.

N Liberty St is a wide two lane street. Parking is allowed on only one side of the street at any time, and Liberty St is a major road in Delaware. At its far ends, Liberty St connects to Central Ave as well as William St and London Rd. On the north side where this study was performed, Liberty services several neighborhoods and Smith Elementary School, which was not in session during this study.

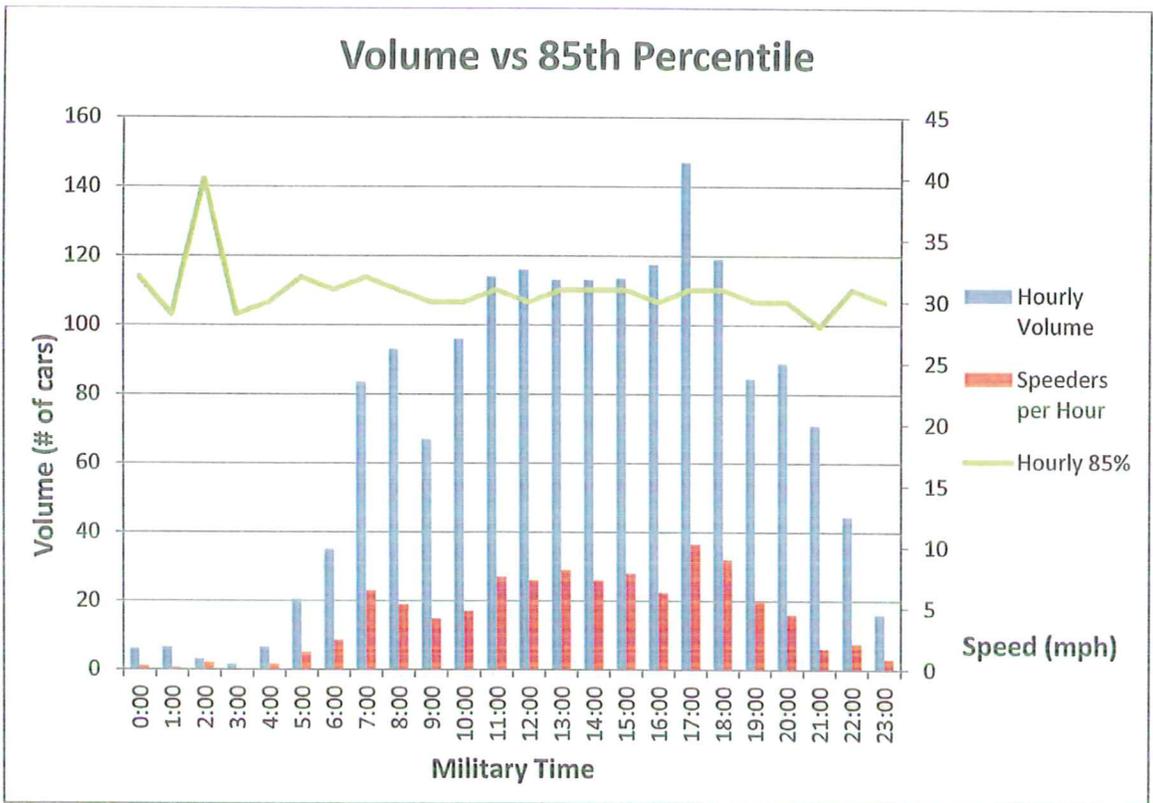
Conclusion:

The results from this speed study indicate that the 85th percentile speed, 31, is more than 5 MPH over the posted speed limit of 25 MPH. On average, there is a relatively high percentage of vehicles traveling at speeds greater than 5 mph over the speed limit. The top speed recorded was 42 mph (17 mph over the speed limit). These results support past studies, all of which indicate that N Liberty St has a speeding issue and action is required to increase the safety or efficiency of that street. The table below summarizes the most useful values obtained from the survey and important details.

Table 1: Speed Study Summary		
Posted Speed Limit	25	MPH
85th Percentile Speed	31	MPH
Maximum Vehicle Speed	42	MPH
Average Daily Traffic	1563	Vehicles
Vehicles Counted	2784	Vehicles
Study Period	42.75	Hours

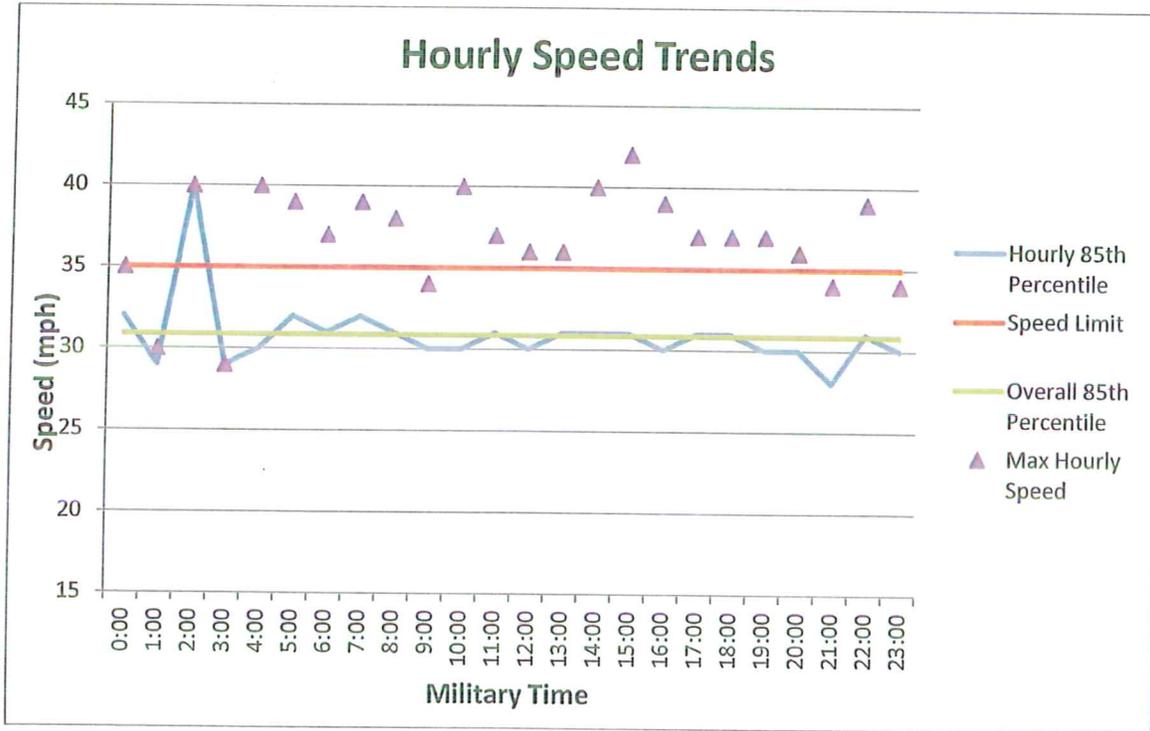
Graph 1: Hourly Volume vs. 85th Percentile Speed

The graph below displays the average hourly vehicle volumes and the number of cars going 5mph or more over the speed limit (speeders) on the left axis. Plotted on the right axis is the hourly 85th percentile speeds. This graph can be used to determine when the best chance of speeders occurs.



Graph 2: Hourly Vehicle Speed Trends

This graph plots the average hourly 85th percentile vehicle speeds, maximum recorded speeds, and the posted speed limit over military time. This general information helps determine if the road has a speeding problem which needs to be addressed.



The Concept of 85th Percentile Speed:

The 85th percentile of speed, also known as the "operational speed," is the driving speed that motorists consider safe, based on their individual perception of comfort, risk and danger while operating a motor vehicle on any particular street. For example, drivers become uncomfortable traveling faster around corners or sections where roads narrow because they tend to perceive those areas to present greater risk. Over decades of analyzing data, traffic engineers found that, on average, 15% of motorists will always exceed the posted speed limit and travel at least a few MPH beyond a speed which most people consider safe. Thus, it was determined that the "85th percentile speed" is the speed at which the majority of drivers feel comfortable operating their vehicle at. Ideally, the 85th percentile of speed should be very close to the posted speed limit so that no more than the top 15% of motorists are driving over the speed limit. 85th percentile speeds found to be 5 miles per hour or greater than the posted speed limit are indicative of a local speeding issue that may be correctable by speed limit adjustments, enforcement, additional signage, geometric roadway changes or any combination of the same.

Possible Sources of Error

- The fastest motorists traveling on this road could be law enforcement or other emergency vehicles, and there is no way of determining if this is the case.
- If two or more cars, traveling in the same direction, are too close to one another, the stealth will sometimes only read one car. This decreases the Stealth's ability to accurately record ADT's.
- Results from this study provide only a snap shot of a small portion of the road for this study. The stealth is placed at the most strategic place to gather the most accurate results.
- The weather has an impact on the way and speed motorists drive. The weather conditions during this study have not been recorded.

Jessica Ormeroid *2nd Request*

From: Bill Ferrigno
Sent: Thursday, May 28, 2015 9:50 AM
To: Andrew Brush; Christopher Gorz
Cc: R Thomas Homan; Jessica Ormeroid; Bruce Pijanowski; Dan Whited
Subject: RE: Stop sign

Andrew –

Staff took a preliminary look at the issue however did not advance it to Parking & Safety at the time as the request for additional Stop Signs at these locations falls outside of current City unwarranted stop sign policy. In addition, there are other related issues to consider regarding traffic management in the area that are in part, being considered through the school's Safe Routes to School Program application. The SRTS report document was completed earlier this year and when approved by ODOT, will identify a series of physical and operational measures to be initiated to address specific safety issues and concerns around all schools, including Smith school. The City has agreed to partner with the schools in the implementation of such measures. We are in discussion as well with the Schools regarding possible changes to the travel patterns, pick-up/drop-off routines, crossing guards etc. at this location. I'll be glad to provide additional updates regarding this issue as new information is available.

Please feel free to contact me directly with additional questions you or Mr. Gorz may have.

Bill Ferrigno

From: Andrew Brush
Sent: Wednesday, May 27, 2015 1:19 PM
To: Christopher Gorz
Cc: Bill Ferrigno; R Thomas Homan
Subject: Re: Stop sign

Thanks for following up, Chris.

Bill: was this referred to Parking & Safety last summer?

Thanks,

Andrew Brush
+1 (740) 803-1389
Sent from my iPhone.

On May 27, 2015, at 9:35 AM, Christopher Gorz <cgorz612@yahoo.com> wrote:

Hi Andrew,

How did this play out last year?

I saw an officer present throughout the year, which was a good start. However, toward the end of the year we had a pedestrian hit in a cross walk. So this highlights how much traffic we have around the school and my desire to have a stop sign at both intersections north and south of the school on Liberty.

Thank you,
Chris

From: Andrew Brush <ABrush@delawareohio.net>
To: Chris Gorz <cgorz612@yahoo.com>; Bill Ferrigno <bferrigno@delawareohio.net>
Cc: R Thomas Homan <rthoman@delawareohio.net>
Sent: Saturday, July 19, 2014 1:45 PM
Subject: Re: Stop sign

Chris,

I'm copying city engineer Bill Ferrigno on this email. Bill: what are our options here?

Thanks,

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Sent from my iPhone.

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Thank you,
Chris Gorz

740-972-5697

Sent from my Samsung Galaxy™ S II 4G

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Jessica Ormeroid

From: Jessica Ormeroid
Sent: Tuesday, August 04, 2015 1:07 PM
To: Theresa Webb; Shane Harding
Subject: FW: Smith School - Pavement Markings

Please create a CSR per the additions/changes outlined in the email below.

Thanks,

*Jessica A. Ormeroid, PE, PTOE
Project Engineer II
City of Delaware, Ohio
Public Works Department
Division of Traffic & Engineering Services
440 East William Street
Delaware, Ohio 43015
(740)203-1724 Office
(740)203-1749 Fax*



From: Jessica Ormeroid
Sent: Tuesday, August 04, 2015 1:03 PM
To: R Thomas Homan; Carolyn Kay
Cc: Daniel W. Whited P. E.; Charles Dukes; Bill Ferrigno; Matt Weber
Subject: RE: Smith School - Pavement Markings

All:

I reviewed the location and concur that an additional "School" pavement marking along with advanced "School Zone Ahead" signage is needed. These additions do not affect the actual limits of the "School Zone" and are used for warning the drivers of the upcoming condition so there is no need for legislation to be passed in order to make these changes.

To summarize, the OMUTCD suggests that when a "School" pavement marking is used, it should be placed at least 100-feet in advance of the "School Zone". With that said, we can add an additional marking approximately 200-feet south of the "School Zone" (where the existing School Flasher is located) for northbound traffic on N Liberty St. This is approximately 40-feet south of the N Liberty St-Fountain Ave intersection. The existing "School" pavement marking north of Fountain Ave on N Liberty St will remain. In addition to the "School" pavement marking, I am proposing that we add the following "School Zone Ahead" assemblies (see OMUTCD excerpt & sign below) and supplemental "Ahead" placard below existing "School Zone Ahead" assemblies at the following locations:

A School Zone Ahead assembly consisting of a School (S1-1) sign supplemented with an (W16-9P) or XX Feet (W16-2P or W16-2aP) plaque (see Figure 7B-1) shall be installed in advance of a designated school zone (see Figures 7B-2 and 7B-4).



1) N Liberty St just south of Fountain at new "School" pavement marking

07 If a school zone is located on a cross street in close proximity to the intersection, a School (S1-1) sign with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the highway to warn road users making a turn onto the cross street that they will encounter a school after making the turn.



and westbound directions.

2) Fountain Ave approximately 50-feet in advance of N Liberty St in both east



3) W Heffner St under existing "School Zone Ahead" Assembly for eastbound

traffic

4) W Heffner St under existing "School Zone Ahead" Assembly for westbound

traffic

5) N Liberty St under existing "School Zone Ahead" Assembly for southbound

traffic

6) Mason Ave under existing "School Zone Ahead Assembly for eastbound

traffic

Please let me know if you have any questions or concerns regarding these proposed changes. We will plan to implement these changes prior to school starting next week as long as the weather cooperates and after all underground utility locates have been cleared for the new signage installations.

Thanks,

Jessica A. Ormeroid, PE, PTOE
Project Engineer II
City of Delaware, Ohio

Public Works Department
Division of Traffic & Engineering Services
440 East William Street
Delaware, Ohio 43015
(740)203-1724 Office
(740)203-1749 Fax



From: R Thomas Homan
Sent: Saturday, August 01, 2015 9:29 AM
To: Carolyn Kay
Cc: Jessica Ormeroid; Daniel W. Whited P. E.; Charles Dukes
Subject: Re: Smith School - Pavement Markings

Thanks, I'll get with Jessica on Monday.

Sent from my iPhone

On Jul 31, 2015, at 5:18 PM, Carolyn Riggle <Carolyn@LTADelaware.Com> wrote:

Carolyn Kay

Lawyers Title Agency of Delaware, Inc.
103 N Union Street
Delaware, Oh 43015
740-369-1656
740-815-5876 cell

From: Bill Ferrigno [<mailto:bferrigno@delawareohio.net>]
Sent: Tuesday, July 28, 2015 9:13 AM
To: Carolyn Riggle
Subject: FW: Smith School - Pavement Markings

From: Bill Ferrigno
Sent: Tuesday, July 28, 2015 7:37 AM
To: Carolyn Riggle
Cc: Dan Whited; R Thomas Homan
Subject: Smith School - Pavement Markings

Carolyn –

Is this the location we discussed last night where you described the school zone marking being difficult seeing driving south to north? I would agree with your observation based on my field review. I will have to verify with Jessica regarding required advance warning distances to see how much flexibility we have in relocating the marking to a more visible location, or adding supplementary markings to better warn drivers. She is on vacation this week but I will ask her to review and respond upon her return. I think there is time before the start of school to make improvements as warranted.

4A

Bill -

From: 7408164721@vzwpix.com [mailto:7408164721@vzwpix.com]

Sent: Tuesday, July 28, 2015 7:22 AM

To: Bill Ferrigno

Subject:

This message may contain confidential and/or proprietary information and is intended for the person/entity to whom it was originally addressed. Any use by others is strictly prohibited.

<0728150708a.jpg>

This message may contain confidential and/or proprietary information and is intended for the person/entity to whom it was originally addressed. Any use by others is strictly prohibited.

N. Liberty Street @ 13/15

School Zone Speed Limit: 20 MPH
 Speed Limit: 25 MPH
 85th percentile: 30 MPH

Total Hours	25				
Total Vehicles	2387				
Average ADT	2291.52				
Date	Time	Northbound	Southbound	Total	
8/13/2015	10:00	59	37	96	
8/13/2015	11:00	55	56	111	
8/13/2015	12:00	41	58	99	
8/13/2015	13:00	70	48	118	
8/13/2015	14:00	73	104	177	
8/13/2015	15:00	132	70	202	
8/13/2015	16:00	138	83	221	
8/13/2015	17:00	98	89	187	
8/13/2015	18:00	84	70	154	
8/13/2015	19:00	61	45	106	
8/13/2015	20:00	41	36	77	
8/13/2015	21:00	27	13	40	
8/13/2015	22:00	18	12	30	
8/13/2015	23:00	6	5	11	
8/14/2015	0:00	4	1	5	
8/14/2015	1:00	4	0	4	
8/14/2015	2:00	1	1	2	
8/14/2015	3:00	2	0	2	
8/14/2015	4:00	1	7	8	
8/14/2015	5:00	7	27	34	
8/14/2015	6:00	139	89	228	
8/14/2015	7:00	48	130	178	
8/14/2015	8:00	45	46	91	
8/14/2015	9:00	50	55	105	
8/14/2015	10:00	38	63	101	

85th Percentile for 3:00 Hour: 30 MPH

85th Percentile for 8:00 Hour: 27 MPH

Street: W. Fountain Ave				Street: W. Fountain Ave				Street: W. Fountain Ave								
Date: 8/13/2015				Date: 8/13/2015				Date: 8/13/2015								
Location: East of N Liberty St				Location: West of N Liberty St				Location: Combined WB East of N Liberty & EB West of N Liberty St								
Date	Time	Westbound	Eastbound	Total	Date	Time	Westbound	Eastbound	Total	Date	Time	Westbound	Eastbound	Total		
8/13/2015	11:00	18	12	30	8/13/2015	11:00	7	10	17	8/13/2015	11:00	18	10	28		
8/13/2015	12:00	22	29	51	8/13/2015	12:00	15	14	29	8/13/2015	12:00	22	14	36		
8/13/2015	13:00	31	33	64	8/13/2015	13:00	10	11	21	8/13/2015	13:00	22	11	33		
8/13/2015	14:00	29	21	50	8/13/2015	14:00	23	19	42	8/13/2015	14:00	29	19	48		
8/13/2015	15:00	15	24	39	8/13/2015	15:00	29	7	36	8/13/2015	15:00	15	7	22		
8/13/2015	16:00	15	8	23	8/13/2015	16:00	14	16	30	8/13/2015	16:00	15	16	31		
8/13/2015	17:00	23	26	49	8/13/2015	17:00	23	18	41	8/13/2015	17:00	23	18	41		
8/13/2015	18:00	19	18	37	8/13/2015	18:00	14	11	25	8/13/2015	18:00	19	11	30		
8/13/2015	19:00	9	12	21	8/13/2015	19:00	12	13	25	8/13/2015	19:00	9	13	22		
8/13/2015	20:00	12	13	25	8/13/2015	20:00	7	6	13	8/13/2015	20:00	12	6	18		
8/13/2015	21:00	4	8	12	8/13/2015	21:00	9	2	11	8/13/2015	21:00	4	2	6		
8/13/2015	22:00	4	4	8	8/13/2015	22:00	2	7	9	8/13/2015	22:00	4	2	6		
8/13/2015	23:00	3	2	5	8/13/2015	23:00	0	3	3	8/13/2015	23:00	4	7	11		
8/14/2015	0:00	3	1	4	8/14/2015	0:00	0	0	0	8/14/2015	0:00	3	3	6		
8/14/2015	1:00	4	0	4	8/14/2015	1:00	0	0	0	8/14/2015	1:00	3	0	3		
8/14/2015	2:00	2	0	2	8/14/2015	2:00	0	0	0	8/14/2015	2:00	4	0	4		
8/14/2015	3:00	1	0	1	8/14/2015	3:00	0	1	1	8/14/2015	3:00	2	1	3		
8/14/2015	4:00	2	1	3	8/14/2015	4:00	1	1	2	8/14/2015	4:00	1	1	2		
8/14/2015	5:00	2	3	5	8/14/2015	5:00	2	1	3	8/14/2015	5:00	2	1	3		
8/14/2015	6:00	6	6	12	8/14/2015	6:00	11	3	14	8/14/2015	6:00	2	1	3		
8/14/2015	7:00	28	42	70	8/14/2015	7:00	56	17	73	8/14/2015	7:00	8	3	11		
8/14/2015	8:00	8	31	39	8/14/2015	8:00	19	14	33	8/14/2015	8:00	28	17	45		
8/14/2015	9:00	20	8	28	8/14/2015	9:00	7	7	14	8/14/2015	9:00	8	14	22		
8/14/2015	10:00	14	16	30	8/14/2015	10:00	10	6	16	8/14/2015	10:00	20	7	27		
ADT (8/13/15)				583	ADT (8/13/15)				461	ADT (8/13/15)				8	22	476

**PARKING AND SAFETY
MOTION SUMMARY
November 16, 2015**

ITEM 1. ROLL CALL

Chairman Shafer called the meeting to start at 7:45 p.m.

Members Present: Councilman Chris Jones, Vice-Chairwoman Lisa Keller, and Chairman Kent Shafer

Staff Present: Bill Ferrigno, Public Works Director, John Donahue, Fire Chief, Matt Weber, Assistant Engineer, and Jessica Ormeroid, Project Engineer

ITEM 2. APPROVAL of the Motion Summary of the Parking and Safety Committee meeting held August 17, 2015, as recorded and transcribed.

Motion: Mr. Jones moved for the approval of the motion summary of the Parking and Safety Committee meeting held August 17, 2015, seconded by Vice-Chairwoman Keller. Motion approved by a 3-0 vote.

ITEM 3. PUBLIC COMMENT

ITEM 4. DISCUSSION

A. The Installation of Accessible Pedestrian Signals at the Intersection of Sandusky Street and William Street.

PRESENTOR:

Kelly Krispinsky
V.I.P Rehabilitation Services L.L.C
Orientation & Mobility Specialist
1097 Highland Street
Columbus, Ohio 43201

Ms. Krispinsky provided a presentation on accessible pedestrian signals which included the features of the technology and benefits. Ms. Krispinsky reviewed requirements for the location of the signals and ADA laws and regulations.

A discussion was held regarding potential funding sources and grants to assist with the installation of the signals.

B. The Installation of Multi-Way Stop Signs at North Liberty Street and Fountain Avenue.

Mr. Weber provided the background on the concern received by Councilman Andrew Brush in 2014 by Mr. Chris Gorz.

Public Participation:

Chris Gorz
3021 Horseshoe Road
Delaware, Ohio

Mr. Gore indicated that he recently moved from 295 N. Washington Street and that the initial request was made due to the children crossing the area for school.

Tony Bledsoe
140 W. Fountain Avenue
Delaware, Ohio

Mr. Bledsoe voiced his concerns with the safety of children utilizing the intersection.

Gina Breglia
210 W. Fountain Avenue
Delaware, Ohio

Ms. Breglia voiced her concerns regarding the safety of the children that cross the intersection.

Chad Long
140 W. Fountain Avenue
Delaware, Ohio

Mr. Long discussed his concerns regarding congestion on the streets due to parked cars and the view obstruction southbound on Liberty Street at the intersection due to a small hill. Mr. Long discussed the need for a stop sign to increase safety.

Jennifer Gorz
3021 Horseshoe Road
Delaware, Ohio

Mrs. Gorz voiced her concerns regarding the safety of children crossing the street to attend Smith Elementary School.

Walt Conte
114 W. Fountain Avenue
Delaware, Ohio

Mr. Conte voiced his concern regarding the safety of children crossing the street to attend school. Mr. Conte discussed the concern that there is a school safety volunteer at Heffner Street and Liberty Street, but not at W. Fountain Avenue.

Steve Fellerger
11 Mason Avenue
Delaware, Ohio

Mr. Fellerger voiced his concern on the potential installation of the stop sign and increase safety and noise concerns with the installation. Mr. Fellerger voiced his concerns on the lack of speed limit signs posted in the area.

Mrs. Mary Morrison
144 W. Fountain Avenue
Delaware, Ohio

Mrs. Morrison was unable to attend the meeting, but had communicated to staff that she recommends the installation of stop signs at the intersection.

Mr. Ferrigno provided further discussion and research regarding the intersection. Mr. Ferrigno recommended that if the new sign is approved then installation to not occur until after the school year. Mr. Ferrigno discussed his concerns on making any changes to the intersection in a school zone.

Motion: Mr. Jones moved to table the discussion of the installation of multi-way stop signs at North Liberty Street and Fountain Avenue until the next scheduled meeting, seconded by Vice-Chairwoman Keller. Motion approved by a 3-0 vote.

- C. The Relocation of "No Parking From Here to Corner" signage at South Washington Street and West Harrison Street; Extending Current Signage beyond the Driveway Located at 78 West Harrison Street.

Ms. Ormeroid reviewed the concern voiced by Ms. Laura Stewart, who resides at 78 W. Harrison Street. Ms. Ormeroid reviewed staff recommendation to relocate signage.

Motion: Mr. Jones moved to approve the Re-Location of "No Parking From Here to Corner" signage at South Washington Street and West Harrison Street, seconded by Vice-Chairwoman Keller. Motion approved by 3-0 vote.

- D. The Installation of "No Parking" Signage on One Side of Ballater Drive; Glenross Golf Club, Section 2.

Ms. Ormeroid provided information on the current signage on the inside of

Follow-up to the Safety Committee meeting held 11-16-15

- Map – Many did not received notice of meeting. Reason not mentioned– Peds, Speed, Traffic? People to the north would be affected the most.
- Traffic counts taken 2nd day of school middle of August (79 Deg.) weather was very nice still and everyone was walking. I think more walkers than normal.
- I can appreciate your ability to make an **engineering judgement**. But truly believe adding stop signs would make this intersection less safe; **false sense of security**. **Still have sight distance issue**
- What do you think is the **root of the problem**? Congestion? High speeds and volume on Liberty? Already discussed is that stop signs are **not meant to control speeds**. **Improper sight distance for peds to see oncoming cars**.
- I believe the issue is an **awareness of the crossing and Ped. Sight distance**.

Best ways to improve this are:

- o Restrict parking further from intersection to improve Ped sight distance
- o Add items like flashing school signs, RRFB, diagonal crosswalk markings, etc.
- I think the **issue is more pronounced in the PM because** of the parking adjacent to the intersection in the SB direction and kids walking home or east. There is no parking in the NB direction allowing for better sight distance when walking To school.
- Suggest you take a site visit on a school day afternoon about 2:45 to 3:15. Note how many cars are parked along SB Liberty and sight distance. Mostly teachers. School has little to No parking.
- **Other more affective countermeasures don't have to wait**. Difficulty to Re-train drivers since this intersection has never been a 4-way stop. One of my neighbors has lived on Liberty for 45 years and was a teacher at Smith. Smith Elementary has been there for 50+ years and always been pedestrian friendly.
- **Extra walking distance** to use Heffner instead = 350 ft or 88 to 100 seconds
- Have you looked at other schools that have similar situations? No (3 way) stop at Rockcreek and Willow Run near Shultz. Middle of school zone on a curve.
- One of the council members made up their mind based on the comments in meeting. I believe their situation was in a relatively newer area. Not established neighborhood like near Smith.
- **Statement from Fire department? Loss in response time**. Main station is on Liberty. Use Liberty to access nearly entire northern part of city. Come to near stop at stop controlled intersection especially in early/late school hours. This is critical to emergency response, **seconds matter!** **Emergency vehicles Do Not Stop at Fountain now**.
- Intersection **not within the school zone!** Outside of the 300 feet (according to ORC 4511.21 C.). **New marking wrongly painted within one week of last council meeting** another 200 feet beyond existing marking total 500 feet. **Slippery**. Existing marking covers both lanes incorrectly.
- Not yet mentioned potential for a (solar powered) Rapid Repeating Flashing Beacon (**RRFB**). This may be a good location given the proximity to the school. I didn't mention this because this is not a low cost item and I was trying to focus on low cost countermeasures. A small scale **RRFB may cost \$20k** for a location such as this. Eliminating one of the east-west crossings might take cost down to \$10-15k. The other 23 hours of the day this intersection sees very little ped traffic.

HA

Subject: Liberty and Fountain Intersection
To Whom This May Concern,

This letter is in response to the consideration to install a multi-way stop condition at the intersection of West Fountain & N. Liberty. I understand the safety concern because of the proximity to Smith Elementary School & Hayes High School and the number of pedestrians walking to and from school. I have two small children ages 3 and 1, so safety is also one of my top concerns. I also understand that installing two (2) additional stop signs and stop bars on N. Liberty is a very low cost option but do not believe this is the solution. I believe increased awareness of the intersection and pedestrian sight distance are most important and should be addressed.

I am OPPOSED to the idea of creating a four-way stop controlled intersection for the following reasons:

- Increased Travel Delay
- Increased Emergency Response time – Emergency Vehicles do not stop or even slow down at this intersection currently.
- Increased Particulate Matter – brake dust and exhaust fumes
- Increased Noise – Acceleration/deceleration and emergency sirens/horns.
- Increased Fuel Consumption
- Increased Speeds between Stopped Controlled Intersections as noted in the FHWA link below
- Increased Rear-End Type Crashes in a Stop Condition
- *Does not meet MUTCD sign warrants
- *Zero crash history at this intersection in last 12 months. See details below
- *Traffic volumes on Liberty (ADT 2,291) are more than four (4) times greater than on Fountain (east and west averaged - ADT 522). Why stop a north-south “Collector” for a low volume “Local” side street?
- Not to be used to control speed as noted in [MUTCD Section 2B.05](#) guidance. Attached below.
- Venture to guess that even in the highest hour, the delay on Fountain is not greater than Thirty (30) seconds as a noted threshold in MUTCD
- The AM and PM rush can already be congested; adding a stop sign(s) will further queue traffic
- Since this intersection has never been fully stop controlled, stop signs and stop signs in general provide pedestrians a false sense of security, assuming traffic will stop.

*According to crash history and traffic volumes provided by City of Delaware – Engineering Department. Manual on Uniform Traffic Control Devices (MUTCD) defines sign warrants when greater than five (5) crashes in 12 month period. There have only been Two (2) total crashes since 2009 related to the N. Liberty & Fountain intersection: one was a rear-end type crash that would have not been prevented if stop signs existed and the other was non-English speaking driver’s failure to yield.

The date of the traffic counts (8-13-15) was the second day of the 2015-16 school year and believe the speeds were much less than on a “typical” day. The school had also put up special signs near crosswalks in the surrounding intersections which may have also helped to reduce speeds at the time of the counts.

20 MPH school flashers are already in place on N. Liberty and active during restricted hours when the majority of the pedestrians use this intersection. Vehicular sight distance is not an issue, as this intersection is at the crest of the vertical curve. Southbound Liberty has a sag vertical curve in advance of this intersection which would create a loss in momentum if a stop sign was added.

I have included a very good link below to the Federal Highway Administration (FHWA) website on Frequently Asked Questions regarding adding stop signs at an intersection. Also Attached below.
<http://safety.fhwa.dot.gov/intersection/resources/fhwasa09027/resources/lowa%20Traffic%20and%20Safety%20FS-%20Unsignalized%20Intersections.pdf>

I suggest the following low cost countermeasures rather than additional stop signs on Liberty at Fountain:

- Black on Green and/or solar powered flashing pedestrian crossing signs on N. Liberty
- Black on Yellow "cross traffic does not stop" sign below existing stop signs on Fountain.
- Diagonal markings within the crosswalks
- Replace the two (2) existing street lights with higher intensity intersection lighting and/or trim trees that may be blocking existing illumination.
- Trim trees along Fountain for better approaching sight distance of the stop sign
- Post, Restrict, and Enforce parking at or further from intersections, fire hydrants and driveways on southbound Liberty for even better vehicular & pedestrian sight distance. Already no parking northbound. Consider painting designated parking stalls and/or add signs as guides.
- Solar powered flashing stop signs on Fountain
- Speed limit signs on SB Liberty, South of Pennsylvania and NB Liberty, north of Lincoln.
- School crossing guard(s) at N. Liberty & Fountain. Crossing guards already utilized at N. Liberty & Mason Ave. and N. Liberty & Heffner. Encourage crossing at these intersections.

The following higher cost countermeasures has proven very effective but comes at a much greater expense:

- Rapid Repeating Flashing Beacon (RRFB). Pedestrian actuated push button that causes flashing LED lights that surround a pedestrian crossing sign, typically on both sides of the road and in both directions. This makes motorists aware of pedestrians within the crosswalk.

Once again thank you for the opportunity to voice my opposition and provide other just as effective low cost suggestions. I trust these concerns and data will be taken into consideration as the decision is made. I would like to be informed when the decision is reached on the recommendations, if any.

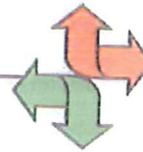
Thank you



Steven Fellenger, P.E.
Transportation Engineer
Resident of 11 Mason Ave. since 2007

4A

Manual on Uniform Traffic Control Devices (MUTCD)



Section 2B.05 STOP Sign Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized Intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in [Section 4D.01](#).

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see [Section 2B.08](#)).

Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

- A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;
- C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and
- D. Stopping the direction that has the best sight distance to conflicting traffic.

The use of the STOP sign at highway-railroad grade crossings is described in [Section 8B.08](#). The use of the STOP sign at highway-light rail transit grade crossings is described in [Section 10C.04](#).

Section 2B.07 Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in [Section 2B.05](#) also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Julie Elke

From: Bruce Pijanowski
Sent: Friday, February 12, 2016 1:03 PM
To: Julie Elke
Subject: FW: N. Liberty and W. Fountain Ave Intersection
Attachments: Liberty & Fountain Survey Signatures.pdf

This should be added as an exhibit for our next P&S meeting.

Bruce Pijanowski, CLEE
Chief of Police
Delaware Police Department
70 N. Union St.
Delaware, OH 43015
(740) 203-1101

From: steve fellenger [<mailto:stevfellenger@yahoo.com>]
Sent: Thursday, February 11, 2016 12:23 PM
To: Kent Shafer; Chris Jones; George Hellinger; Bill Ferrigno; Matt Weber
Cc: Steve Fellenger; John Donahue; Bruce Pijanowski; Rochelle Thompson
Subject: N. Liberty and W. Fountain Ave Intersection

Parking & Safety Committee and City of Delaware Engineering Dept.,

Hello, I have previously provided my justification as to why I believe additional stop signs should not be added to the intersection of N. Liberty and W. Fountain Ave.

During a discussion last month with the City Engineering Department, it was suggested that I canvas the area and survey the opinions of the residents. Attached within are the results, with signatures and the sentiment of the area neighbors.

As you can see there is an overwhelming majority viewpoint, 29 out of ³³32 (90.6%) that are NOT in favor of a multi-way stop at this intersection. I was not able to talk with every resident for various reasons such as vacant house(s), people moving, didn't want to participate or no one home at the time, but I believe this is a fair and reasonable representation of public opinion.

While knocking on doors, I came across a woman that was cited for failure to yield in an accident at this intersection in the last few months and is obviously in favor of a multi-way stop. This would revise my previous write-up from zero (0) crashes in the last 12 months to one (1), but is still considerably less than the "five (5) in last 12 months" needed to meet sign warrants. This will only make a total of two (2) preventable crashes in the last seven (7) years of available data.

4A

I was told there was a recommendation that this decision be tabled until the May meeting to provide time for the engineering department to meet with the school. Please provide notice if this topic is moved to the May agenda.

If you have any questions or would like to further discuss, please contact me either by email or by phone at 740-815-2094. I look forward to the upcoming committee meeting.

Thank you
Steve Fellenger

Attachment: Liberty & Fountain Survey Signatures.pdf

This message may contain confidential and/or proprietary information and is intended for the person/entity to whom it was originally addressed. Any use by others is strictly prohibited.

Survey of Area Residents

Summary: It has been requested that the City of Delaware install multi-way stop signs at the intersection of N. Liberty and W. Fountain Ave. This would add stops signs on Liberty in both the north and southbound directions. Stops signs will continue to exist on Fountain Ave. Next Public Parking and Safety Committee meeting: Monday, February 15, 2016 7:30 PM City Hall, Council Chambers

#	Printed Name	Signature	Address	Children in household? Please Circle	In Favor of Multi-Way Stop	NOT In Favor of Multi-Way Stop
1	STEVE FELLENGER	<i>Steve Fellerger</i>	11 MASON AVE.	YES NO		X
2	SCOTT RITICE	<i>Scott Ritice</i>	3330 N LIBERTY ST	YES NO		X
3	CHRIS RITICE	<i>Chris Ritice</i>	3330 N LIBERTY ST	YES NO		X
4	MICHAEL BARNETT	<i>Michael Barnett</i>	311 N Liberty St	YES NO		X
5	Robert D. McReary	<i>Robert D. McReary</i>	340 N. Liberty St.	YES NO		X
6	Robert D. McReary	<i>Robert D. McReary</i>	340 N. Liberty St.	YES NO		X
7	Bob Klump	<i>Bob Klump</i>	117 W. Jefferson St.	YES NO		X
8	Grant Calvin	<i>Grant Calvin</i>	3024 N Liberty St	YES NO		X
9	Scott Wenzel	<i>Scott Wenzel</i>	290 N Liberty	YES NO		X
10	Gail Fitzharris	<i>Gail Fitzharris</i>	283 N. Liberty Street	YES NO		X
11	CAROL ARTHUR	<i>Carol Arthur</i>	289 N. Liberty St.	YES NO		X
12	Grant Arthur	<i>Grant Arthur</i>	289 N Liberty St	YES NO		X
13	Clemence Bellair	<i>Clemence Bellair</i>	15 Marsden Ave	YES NO		X
14	Kara Kebler	<i>Kara Kebler</i>	303 N. Liberty St	YES NO		X
15	Shelby Liberty	<i>Shelby Liberty</i>	135 W Fountain Ave	YES NO		X
16	Patricia Stout	<i>Patricia Stout</i>	175 W Fountain Ave	YES NO	XXXX	
17	CHARLES HILLIAR	<i>Charles Hilliar</i>	286 N LIBERTY ST.	YES NO		X
18	ALAN ALLEN	<i>Alan Allen</i>	153 W Fountain	YES NO		X
19	CHRIS FEW	<i>Chris Few</i>	145 W FOUNTAIN	YES NO		X
20	TRESSA FEW	<i>Tressa Few</i>	145 W FOUNTAIN	YES NO		X

Survey of Area Residents

Summary: It has been requested that the City of Delaware install multi-way stop signs at the intersection of N. Liberty and W. Fountain Ave. This would add stops signs on Liberty in both the north and southbound directions. Stops signs will continue to exist on Fountain Ave. Next Public Parking and Safety Committee meeting: Monday, February 15, 2016 7:30 PM City Hall, Council Chambers

#	Printed Name	Signature	Address	Children in household? Please Circle	In Favor of Multi-Way Stop	NOT In Favor of Multi-Way Stop
21	MARY MORRISON	<i>Mary Morrison</i>	144 W Fountain Ave	YES <input type="radio"/> NO <input checked="" type="radio"/>		<input checked="" type="checkbox"/>
22	MIKE LOBDELL	<i>Mike Lobdell</i>	106 W. Fountain Ave	YES <input type="radio"/> NO <input checked="" type="radio"/>		<input checked="" type="checkbox"/>
23	RENDE BURESTHE	<i>Rende Buresthe</i>	881 N. Liberty St	YES <input checked="" type="radio"/> NO <input type="radio"/>		<input checked="" type="checkbox"/>
24	Dylan Sims	<i>Dylan Sims</i>	99 W Fountain Ave	YES <input type="radio"/> NO <input checked="" type="radio"/>		<input checked="" type="checkbox"/>
25	WALT COWTE	<i>Walt Cowte</i>	114 W Fountain Ave	YES <input checked="" type="radio"/> NO <input type="radio"/>	<input checked="" type="checkbox"/>	
26	Erik Burgeson	<i>Erik Burgeson</i>	161 W Fountain Ave.	YES <input checked="" type="radio"/> NO <input type="radio"/>		<input checked="" type="checkbox"/>
27	HERB WOLF	<i>Herb Wolf</i>	158 W. Fountain Ave	YES <input type="radio"/> NO <input checked="" type="radio"/>		<input checked="" type="checkbox"/>
28	Don Moniz	<i>Don Moniz</i>	144 W Fountain Ave	YES <input type="radio"/> NO <input checked="" type="radio"/>		<input checked="" type="checkbox"/>
29	odd white	<i>odd white</i>	292 W. Liberty	YES <input checked="" type="radio"/> NO <input type="radio"/>		<input checked="" type="checkbox"/>
30	Marcie Vogt	<i>Marcie Vogt</i>	348 N. Liberty St	YES <input type="radio"/> NO <input checked="" type="radio"/>		<input checked="" type="checkbox"/>
31	Kellie Fellers	<i>Kellie Fellers</i>	11 Mission Ave	YES <input checked="" type="radio"/> NO <input type="radio"/>		<input checked="" type="checkbox"/>
32	COIRA SPARSKY	<i>Coira Sparsky</i>	103 W Fountain Ave	YES <input type="radio"/> NO <input checked="" type="radio"/>		<input checked="" type="checkbox"/>
33	Cathy Johnson	<i>Cathy Johnson</i>	176 W. Fountain Ave	YES <input type="radio"/> NO <input checked="" type="radio"/>	<input checked="" type="checkbox"/>	
34				YES <input type="radio"/> NO <input type="radio"/>		
35				YES <input type="radio"/> NO <input type="radio"/>		
36				YES <input type="radio"/> NO <input type="radio"/>		
37				YES <input type="radio"/> NO <input type="radio"/>		
38				YES <input type="radio"/> NO <input type="radio"/>		
39				YES <input type="radio"/> NO <input type="radio"/>		
40				YES <input type="radio"/> NO <input type="radio"/>		

The following addresses received the attached letter:

11 Mason Ave.
15 Mason Ave.

117 W. Heffner St.
130 W. Heffner St.

West Fountain Ave.
99, 100, 103, 106, 108, 114, 120, 135, 140, 144, 145, 153, 157, 158, 161, 175 and 176.

North Liberty St.
281, 283, 286, 289, 290, 292, 293, 303, 304, 306, 307, 311, 317, 328, 333, 340, 348, 400, 414
and 415.



4A

April 27, 2016

Resident
Mason Ave.
Delaware, OH. 43015

Dear Resident:

City Staff recently met to discuss the upcoming agenda for the Parking and Safety Committee meeting. One of the items reviewed was a previous request for the installation of a multi way stop at the intersection of North Liberty Street and West Fountain Avenue.

The committee determined that this topic would be further discussed at the quarterly meeting in May. Based on the neighborhood response, City Staff will not be recommending the installation of the stop sign on N. Liberty at W. Fountain Ave. You are also invited to this meeting to provide a statement, if you so desire.

The Parking & Safety Meeting will be held on Monday, May 16, 2016 in Council Chambers, 1 South Sandusky St., City Hall, at 7:00 pm. If you cannot make the meeting, but wish to provide a statement, please feel free to email me at bpijanowski@delawareohio.net or give me a call at 740-203-1101.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bruce P.", is written over a light blue background.

Bruce L. Pijanowski, Chief of Police
Delaware Police Department



4A

April 27, 2016

Resident
N. Liberty Street
Delaware, OH. 43015

Dear Resident:

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Bruce L. Pijanowski, Chief of Police
Delaware Police Department



4A

April 27, 2016

Resident
W. Heffner Street
Delaware, OH. 43015

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Bruce L. Pijanowski, Chief of Police
Delaware Police Department



4A

April 27, 2016

Resident
W. Fountain Avenue
Delaware, OH. 43015

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Bruce L. Pijanowski, Chief of Police
Delaware Police Department

43

Julie Elke

From: Bruce Pijanowski
Sent: Monday, March 07, 2016 3:18 PM
To: Julie Elke
Subject: Fwd: Parking Fine Issue for Parking and Safety

FYI for next P&S

Sent from my iPhone

Begin forwarded message:

From: Darren Shulman <DShulman@delawareohio.net>
Date: March 7, 2016 at 2:36:57 PM EST
To: Bruce Pijanowski <bpijanowski@delawareohio.net>
Cc: Donald Claar <dclar@delawareohio.net>
Subject: Parking Fine Issue for Parking and Safety

Bruce,

Capt. Claar brought up a possible hole in our fee schedule revamp for parking fines. 353.08 includes a number of prohibited acts. I think our fee schedule includes most of them, but we appear to be missing (a)(2) over the line of a parking space. While I think this can be interpreted as a 'prohibited spot' violation, I think it may be a good idea to send it to parking and safety to see what they'd recommend an appropriate fine should be and then we can clean it up in our fee ordinance.

Darren

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Julie Elke

From: Bruce Pijanowski
Sent: Monday, March 07, 2016 4:52 PM
To: Julie Elke
Subject: RE: Parking Fine Issue for Parking and Safety

Also add Handicap parking fine to the same item.

Bruce Pijanowski, CLEE
Chief of Police
Delaware Police Department
70 N. Union St.
Delaware, OH 43015
(740) 203-1101

From: Julie Elke
Sent: Monday, March 07, 2016 3:20 PM
To: Bruce Pijanowski
Subject: RE: Parking Fine Issue for Parking and Safety

Will do.

Julie Elke
Administrative Assistant
City of Delaware Police Department
70 North Union St., Delaware, OH 43015
Phone: 740-203-1101
Fax: 740-203-1198



From: Bruce Pijanowski
Sent: Monday, March 07, 2016 3:18 PM
To: Julie Elke
Subject: Fwd: Parking Fine Issue for Parking and Safety

FYI for next P&S

Sent from my iPhone

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Date: March 7, 2016 at 2:36:57 PM EST
To: Bruce Pijanowski <bpijanowski@delawareohio.net>

4B

Cc: Donald Claar <dclaar@delawareohio.net>
Subject: Parking Fine Issue for Parking and Safety

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• 351.04. - Parking near curb; **handicapped locations on public and private lots and garages.**

(a)

Every vehicle stopped or parked upon a roadway where there is an adjacent curb shall be stopped or parked with the curb side wheels of the vehicle parallel with and not more than twelve inches from the curb, unless it is impossible to approach so close to the curb; in such case the stop shall be as close to the curb as possible and only for the time necessary to discharge and receive passengers or to load or unload merchandise.

(b)

(1)

This subsection does not apply to streets or parts thereof where angle parking is lawfully permitted. However, no angle parking shall be permitted on a state route unless an unoccupied roadway width of not less than twenty-five feet is available for free-moving traffic.

(2)

A.

No angled parking space that is located on a state route within a municipal corporation is subject to elimination, irrespective of whether there is or is not at least twenty-five feet of unoccupied roadway width available for free-moving traffic at the location of that angled parking space, unless the municipal corporation approves of the elimination of the angled parking space.

B.

Replacement, repainting or any other repair performed by or on behalf of the municipal corporation of the lines that indicate the angled parking space does not constitute an intent by the municipal corporation to eliminate the angled parking space.

(c)

(1)

Except as provided in subsection (c)(2) hereof, no vehicle shall be stopped or parked on a road or highway with the vehicle facing in a direction other than the direction of travel on that side of the road or highway.

(2)

The operator of a motorcycle may back the motorcycle into an angled parking space so that when the motorcycle is parked it is facing in a direction other than the direction of travel on the side of the road or highway.

(d)

Notwithstanding any provision of this Code or any rule, air compressors, tractors, trucks and other equipment, while being used in the construction, reconstruction, installation, repair or removal of facilities near, on, over or under a street, may stop, stand or park where necessary in order to perform such work, provided a flag person is on duty, or warning signs or lights are displayed as may be prescribed by the Ohio Director of Transportation.

(e)

Special parking locations and privileges for persons with disabilities that limit or impair the ability to walk, also known as handicapped parking spaces or disability parking spaces shall be provided and designated by the Municipality and all agencies and instrumentalities thereof at all offices and facilities, where parking is provided, whether owned, rented or leased, and at all publicly owned parking garages. The locations shall be designated through the posting of an elevated sign, whether permanently affixed or movable, imprinted with the international symbol of access and shall be reasonably close to exits, entrances, elevators and ramps. All elevated signs posted in accordance with this subsection and Ohio R.C. 3781.111 (C) shall be mounted on a fixed or movable post, and the distance from the ground to the bottom edge of the sign shall measure not less than five feet. If a new sign or a replacement sign

designating a special parking location is posted on or after October 14, 1999, there also shall be affixed upon the surface of that sign or affixed next to the designating sign a notice that states the fine applicable for the offense of parking a motor vehicle in the special designated parking location if the motor vehicle is not legally entitled to be parked in that location.

(f)

(1)

No person shall stop, stand or park any motor vehicle at special parking locations provided under subsection (e) hereof, or at special clearly marked parking locations provided in or on privately owned parking lots, parking garages, or other parking areas and designated in accordance with subsection (e) hereof, unless one of the following applies:

A.

The motor vehicle is being operated by or for the transport of a person with a disability that limits or impairs the ability to walk and is displaying a valid removable windshield placard or special license plates;

B.

The motor vehicle is being operated by or for the transport of a handicapped person and is displaying a parking card or special handicapped license plates.

(2)

Any motor vehicle that is parked in a special marked parking location in violation of subsection (f)(1) of this section may be towed or otherwise removed from the parking location by the Police Department. A motor vehicle that is so towed or removed shall not be released to its owner until the owner presents proof of ownership of the motor vehicle and pays all towing and storage fees normally imposed by the Municipality for towing and storing motor vehicles. If the motor vehicle is a leased vehicle, it shall not be released to the lessee until the lessee presents proof that that person is the lessee of the motor vehicle and pays all towing and storage fees normally imposed by the Municipality for towing and storing motor vehicles.

(3)

If a person is charged with a violation of subsection (f)(1) of this section, it is an affirmative defense to the charge that the person suffered an injury not more than seventy-two hours prior to the time the person was issued the ticket or citation and that, because of the injury, the person meets at least one of the criteria contained in Ohio R.C. 4503.44(A)(1).

(g)

When a motor vehicle is being operated by or for the transport of a person with a disability that limits or impairs the ability to walk and is displaying a removable windshield placard or a temporary removable windshield placard or special license plates, or when a motor vehicle is being operated by or for the transport of a handicapped person and is displaying a parking card or special handicapped license plates, the motor vehicle is permitted to park for a period of two hours in excess of the legal parking period permitted by local authorities, except where local ordinances or police rules provide otherwise or where the vehicle is parked in such a manner as to be clearly a traffic hazard.

(h)

As used in this section:

(1)

"Handicapped person" means any person who has lost the use of one or both legs, or one or both arms, who is blind, deaf or so severely handicapped as to be unable to move without the aid of crutches or a wheelchair, or whose mobility is restricted by a permanent cardiovascular, pulmonary or other handicapping condition.

(2)

"Person with a disability that limits or impairs the ability to walk" has the same meaning as in Ohio R.C. 4503.44.

(3)

"Special license plates" and "removable windshield placard" mean any license plates or removable windshield placard or temporary removable windshield placard issued under Ohio R.C. 4503.41 or 4503.44, and also mean any substantially similar license plates or removable windshield placard or temporary removable windshield placard issued by a state, district, country or sovereignty. (ORC 4511.69)

(i)

Lack of a handicapped license plate or parking card, issued in accordance with Ohio R.C. 4503.44, on any vehicle parked in a space designated for use by handicapped persons shall constitute prima-facie evidence of violation of this section.

If a parking space designated for use by handicapped persons is also designated as a "tow away zone" then unauthorized vehicles may be removed in accordance with [Section 303.08](#).

(Ord. 80-21. Passed 7-14-80)

• **351.19. - Enforcement; violation notice; waiver.**

(a)

It shall be the duty of a Police Officer, Parking Control Officer or a Community Service Officer to report:

(1)

The location indicating that the vehicle is in violation of any of the provisions of this chapter;

(2)

The state license number of such vehicle;

(3)

The time during which such vehicle is parked in violation of any provisions of this chapter; and

(4)

Any other facts a knowledge of which is necessary to a thorough understanding of the circumstances attending such violation.

(b)

Each such officer shall affix to such vehicle a notice to the owner or operator thereof that such vehicle has been parked in an illegal manner and in violation of the provisions of this chapter, and instructing such owner or operator in regard to the penalties and methods of satisfying them.

(c)

Each such owner or operator referred to above may plead guilty and, as a penalty for and in full satisfaction of such violation, except violation of [Section 351.04\(f\)](#), shall pay the Police Department ~~fifteen dollars (\$15.00)~~ ACCORDING TO THE FEE SCHEDULE CONTAINED IN 197.02 OF THE CODIFIED ORDINANCES. For the first violation of [Section 351.04\(f\)](#), the penalty shall be ~~forty TWO HUNDRED AND FIFTY~~ dollars (~~\$40.00~~ 250.00). For subsequent violations of [Section 351.04\(f\)](#), the penalty shall be increased in additional increments of twenty-five dollars (\$25.00) for each subsequent violation, resulting in a ~~sixty-five~~ TWO HUNDRED AND SEVENTY-FIVE dollar (~~\$65.00~~ \$275.00) penalty for a second violation, ~~ninety~~ THREE HUNDRED dollars (~~\$90.00~~ \$300.00) for a third violation, and so forth, up to a maximum of ~~one thousand~~ FIVE HUNDRED dollars (~~\$1,000.00~~ \$500.00).

(d)

The penalty shall be paid in the following ways:

(1) In person at the Police Department in the Justice Center;

(2) By depositing the fine in the envelope provided and dropping the envelope in the fine boxes provided; or

(3) By depositing the fine in the envelope provided, placing a stamp thereon and mailing the same.

(e) If the owner or operator does not wish to plead guilty, such owner or operator, within seventy-two hours of the time such notice was attached to such vehicle, may appear in the Municipal Court. The failure of such owner or operator to pay such fine in one of the prescribed ways or to appear in the Municipal Court, within the periods of time specified herein, shall render such owner or operator subject to the penalties provided for a violation of any of the provisions in this chapter.

(f) If the owner or operator does not either plead guilty or appear in the Municipal Court within seventy-two hours of the time such notice was attached to such vehicle, there will be an additional five dollar (\$5.00) mailing fee for each citation that generates a mailed notice during the normal mailing cycle.

(g) If a parking violation ticket is not paid in full within thirty days of issuance, such fine shall be increased by an additional ten dollars (\$10.00) per violation.

(Ord. 05-130. Passed 1-9-06)

4521.02 Creation of noncriminal parking violations.

(A) A local authority that enacts any ordinance, resolution, or regulation that regulates the standing or parking of vehicles and that is authorized pursuant to section 505.17 or 4511.07 of the Revised Code also by ordinance, resolution, or regulation may specify that a violation of the regulatory ordinance, resolution, or regulation shall not be considered a criminal offense for any purpose, that a person who commits the violation shall not be arrested as a result of the commission of the violation, and that the violation shall be handled pursuant to this chapter. If such a specification is made, the local authority also by ordinance, resolution, or regulation shall adopt a fine for a violation of the regulatory ordinance, resolution, or regulation and prescribe an additional penalty or penalties for failure to answer any charges of the violation in a timely manner. In no case shall any fine adopted or additional penalty prescribed pursuant to this division exceed the fine established by the municipal or county court having territorial jurisdiction over the entire or a majority of the political subdivision of the local authority, in its schedule of fines established pursuant to Traffic Rule 13(C), for a substantively comparable violation. Except as provided in this division, in no case shall any fine adopted or additional penalty prescribed pursuant to this division exceed one hundred dollars, plus costs and other administrative charges, per violation.

If a local authority chooses to adopt a specific fine for a violation of an ordinance, resolution, or regulation that regulates the standing or parking of a vehicle in a disability parking space, the fine the local authority establishes for such offense shall be an amount not less than two hundred fifty dollars but not more than five hundred dollars.

(B) A local authority that enacts an ordinance, resolution, or regulation pursuant to division (A) of this section also may enact an ordinance, resolution, or regulation that provides for the impoundment or immobilization of vehicles found standing or parked in violation of the regulatory ordinance, resolution, or regulation and the release of the vehicles to their owners. In no case shall an ordinance, resolution, or regulation require the owner of the vehicle to post bond or deposit cash in excess of one thousand dollars in order to obtain release of the vehicle.

(C) A local authority that enacts any ordinance, resolution, or regulation pursuant to division (A) of this section also shall enact an ordinance, resolution, or regulation that specifies the time within which a person who is issued a parking ticket must answer in relation to the parking infraction charged in the ticket.

Effective Date: 05-04-1983; 03-23-2005

• **353.08 - Prohibited acts. -**

(a)

No person shall cause or permit any vehicle registered in the name of, or operated by, such person:

- (1) To be parked in a metered parking space, or a signed parking space during the hours and on such days that such metered or signed parking space is controlled by a parking meter or free parking sign, beyond the prescribed time limit for parking in such space as stated on such meter or sign.
- (2) To be parked across any line or marking designating a parking space, or in such a position that the vehicle is not within the area designated by such line or marking.
- (3) To remain parked at a metered parking space after such vehicle has been issued a violation notice for overtime parking. Police and Parking Control Officers are hereby authorized, as an aid to enforcement of this subsection (a), to place additional tickets on the vehicle which is parked overtime. Nothing in this subsection (a) shall be construed to prohibit the removal and impounding of such vehicles under provisions of Section 303.08 or 351.01.
- (4) To be parked in a metered parking space, during the hours and on such days that such metered parking space is controlled by a parking meter, unless there has been deposited in the appropriate parking meter the proper coin or coins for the parking time used.

(b)

Subject to the waiver provisions of Section 353.09, whoever violates any provision of this section is guilty of a minor misdemeanor.

(Ord. 91-108. Passed 12-9-91)

• **353.09. - Enforcement; violation notice; PARKING FEES waiver. The old Subsection (c) fines are addressed in 197.03 Fee Schedule except for violations of 353.08(a)(2) above.**

(a)

It shall be the duty of a police officer, Parking Control Officer, support services aid, or community services officer to report:

- (1) The number of each parking meter which indicates that the vehicle occupying the parking space adjacent to such parking meter is or has been in violation of any of the provisions of this chapter;
- (2) The state license number of such vehicle;
- (3) The time during which such vehicle is parked in violation of any of the provisions of this chapter; and
- (4) Any other facts necessary to describe the circumstances of the violation.

(b)

Each of such officers shall affix to such vehicle a notice to the owner or operator thereof that the vehicle has been parked in an illegal manner and in violation of the provisions of this chapter, and instructing such owner or operator in regard to the penalties and methods of satisfying them.

(c) Parking tickets shall be assessed according to the fee schedule contained in 197.02 of the codified ordinances. If the vehicle has accumulated three or more tickets (over time, over limit, prohibited stop) in thirty days or five or more tickets in 60 days; the ticket fee may be doubled

(d) The penalty shall be paid in one of the following ways:

- (1) In person at the Police Department in the Justice Center
- (2) By depositing the fine in the envelope provided and dropping the envelope in the fine boxes provided;
- (3) By depositing the fine in the envelope provided, placing a stamp thereon and mailing the same.

(e) A vehicle may be immobilized by locking a device (boot) to at least one wheel to prevent the turning of the wheel in the following circumstances. The fee established in the fee schedule and any unpaid parking tickets must be paid prior to removal of the boot:

- (1) The vehicle has three or more unpaid parking tickets that are over 30 days old.
- (2) The vehicle or the vehicle's registered owner has accumulated five or more parking tickets in a 30 day period.
- (3) The vehicle or the vehicle's registered owner has accumulated 15 or more parking tickets in any calendar year.

(f)

If the owner or operator does not wish to plead guilty, such owner or operator may appear in the Municipal Court. The failure of such owner or operator to pay such fine in one of the prescribed ways or to appear in the Municipal Court, within the periods of time specified herein, shall render such owner or operator subject to the penalties provided for a violation of any of the provisions of this chapter.

(Ord. 91-108. Passed 6/8/15)

- **353.99. - Penalty.**

Editor's note— See [Section 303.99](#) for misdemeanor classification and penalties.

PARKING TICKET FEES SHALL BE ESTABLISHED BY THE FEE SCHEDULE IN [SECTION 197.02](#).

197.02 FEE SCHEDULE

353.06	Parking Permits	\$25 A month except for the East William Street metered lot (lot#4) which is \$20 a month.
351.99	Parking Tickets	<p>\$7.00 over time if paid by midnight (meter) \$10.00 over time if not paid by midnight \$40.00 over limit (2 hour parking) \$25.00 parking in prohibited spot/OVER THE LINE. If the vehicle has accumulated three tickets (over time, over limit, prohibited spot) in 30 days of five or more tickets in 60 days, the ticket fee will be doubled – \$20.00 late fee for tickets over 30 days old \$5.00 billing fee.</p>

ORDINANCE NO. 15-33

AN ORDINANCE REVISING SECTIONS OF THE DELAWARE CODIFIED ORDINANCES RELATING TO PARKING AND TRAFFIC OFFENSES.

WHEREAS, the parking enforcement ordinance has not been revised since 1991, and

WHEREAS, a downtown parking committee has met and provided recommendations to improve access and turnover to parking for people visiting the downtown, and

WHEREAS, Council wishes to make a change to the red light ordinance similar to a clarification previously passed clarifying the stop sign ordinance, and

NOW THEREFORE, Be It Ordained by the Council of the City of Delaware, State of Ohio:

SECTION 1. The Fee Schedule contained in TITLE ELEVEN, Part One - Administrative Code is amended as follows:

197.02 FEE SCHEDULE

353.06	Parking Permits	Cost of meter for 8 hours per billable day. \$25 a month except for the East William Street Metered Lot (Lot #4), which is \$20 a month.
353.09 351.99	Parking Tickets	\$3.00 \$7.00 over time if paid by midnight (meter) \$105 over time if not paid by midnight \$40 \$40 over limit (2 hour parking) \$2 \$215 parking in prohibited spot <u>If the vehicle has accumulated three tickets (over time, over limit, prohibited spot) in 30 days or five or more tickets in 60 days, the ticket fee will be doubled.</u> \$20 \$20 late fee for tickets over 30 days old. \$5 billing fee
	<u>Boot Removal</u>	<u>Payment of all unpaid tickets plus \$100 fee.</u>

SECTION 2. Section 353.09 is hereby amended as follows:

353.09. - Enforcement; violation notice; **PARKING FEES**, waiver.

(a) It shall be the duty of a police officer, or a Parking Control Officer, **SUPPORT SERVICES AID, OR COMMUNITY SERVICES OFFICER** to report:

- (1) The number of each parking meter which indicates that the vehicle occupying the parking space adjacent to such parking meter is or has been in violation of any of the provisions of this chapter;
- (2) The state license number of such vehicle;
- (3) The time during which such vehicle is parked in violation of any of the provisions of this chapter; and
- (4) Any other facts ~~a knowledge of which is necessary to~~ **DESCRIBE THE CIRCUMSTANCES OF THE VIOLATION** ~~a thorough understanding of the circumstances attending such violation.~~

(b) Each of such officers shall affix to such vehicle a notice to the owner or operator thereof that the vehicle has been parked in an illegal manner and in violation of the provisions of this chapter, and instructing such owner or operator in regard to the penalties and methods of satisfying them.

(c) **PARKING TICKETS SHALL BE ASSESSED ACCORDING TO THE FEE SCHEDULE CONTAINED IN 197.02 OF THE CODIFIED ORDINANCES. IF THE VEHICLE HAS ACCUMULATED THREE OR MORE TICKETS (OVER TIME, OVER LIMIT, PROHIBITED SPOT) IN THIRTY DAYS OR FIVE OR MORE TICKETS IN 60 DAYS, THE TICKET FEE MAY BE DOUBLED.**

~~Effective on or before October 1, 1987, Each such owner or operator referred to above may plead guilty and, as a penalty for and in full satisfaction of such violation, shall pay to the Police Department, as follows:~~

- ~~(1) For the first notice for a violation of Section 353.08(a)(3) or (4), if paid by midnight on the date the notice was attached to such vehicle, three dollars (\$3.00); or if paid after midnight on the date the notice was attached to such vehicle, five dollars (\$5.00);~~
- ~~(2) For the second and each subsequent violation notice for a violation of Section 353.08(a)(3) or (4), issued at least one hour following the previous notice, ten dollars (\$10.00);~~
- ~~(3) For a violation of Section 353.08(a)(1) and (2), ten dollars (\$10.00); and~~
- ~~(4) If a parking meter violation ticket is not paid in full within thirty days of issuance, such fine shall be increased by an additional ten dollars (\$10.00) per violation.~~

(d) The penalty shall be paid in one of the following ways:

- (1) In person at the Police Department in the **JUSTICE CENTER** ~~City Hall~~;
- (2) By depositing the fine in the envelope provided and dropping the envelope in the fine boxes provided;
- (3) By depositing the fine in the envelope provided, placing a stamp thereon and mailing the same.

(e) **A VEHICLE MAY BE IMMOBILIZED BY LOCKING A DEVICE (BOOT) TO AT LEAST ONE WHEEL TO PREVENT THE TURNING OF THE WHEEL IN THE FOLLOWING CIRCUMSTANCES. THE FEE ESTABLISHED IN THE FEE SCHEDULE AND ANY UNPAID PARKING TICKETS MUST BE PAID PRIOR TO REMOVAL OF THE BOOT:**

- (1) **THE VEHICLE HAS THREE OR MORE UNPAID PARKING TICKETS THAT ARE OVER 30 DAYS OLD.**
- (2) **THE VEHICLE OR THE VEHICLE'S REGISTERED OWNER HAS ACCUMULATED FIVE OR MORE PARKING TICKETS IN A 30 DAY PERIOD.**
- ~~(3)~~ **THE VEHICLE OR THE VEHICLE'S REGISTERED OWNER HAS ACCUMULATED 15 OR MORE PARKING TICKETS IN ANY CALENDAR YEAR.**

(f) If the owner or operator does not wish to plead guilty, such owner or operator may appear in the Municipal Court. The failure of such owner or operator to pay such fine in one of the prescribed ways or to appear in the Municipal Court, within the periods of time specified herein, shall render such owner or operator subject to the penalties provided for a violation of any of the provisions of this chapter.

SECTION 3: Delaware Codified Ordinance Section 313.03 is amended as follows:

(c)(1)

A.) Vehicular traffic facing a steady circular red signal indication, unless entering the intersection to make another movement permitted by another signal indication, shall stop at **BEFORE** a clearly marked stop line; but if there is no stop line, traffic shall stop before entering the crosswalk on the near side of the intersection; or if there is no crosswalk, before then before entering the intersection; and shall remain stopped until a signal indication to proceed is displayed except as provided in subsections (c)(1), (2) and (3) of this section.

B.) Except when a traffic control device is in place prohibiting a turn on red or a steady red arrow signal indication is

displayed, vehicular traffic facing a steady circular red signal indication is permitted to enter the intersection to turn right, or to turn left from a one-way street, after stopping. The right to proceed with the turn shall be subject to the provisions that are applicable after making a stop at **BEFORE** a stop sign.

(c)(2)

A.) Vehicular traffic facing a steady red arrow signal indication shall not enter the intersection to make the movement indicated by the arrow and, unless entering the intersection to make another movement permitted by another signal indication, shall stop at **BEFORE** a clearly marked stop line; but if there is no stop line, before entering the crosswalk on the near side of the intersection; or if there is no crosswalk, then before entering the intersection; and shall remain stopped until a signal indication or other traffic control device permitting the movement indicated by such red arrow is displayed.

B.)

When a traffic control device is in place permitting a turn on a steady red arrow signal indication, vehicular traffic facing a steady red arrow indication is permitted to enter the intersection to make the movement indicated by the arrow signal indication, after stopping. The right to proceed with the turn shall be limited to the direction indicated by the arrow, and shall be subject to the provisions that are applicable after making a stop at **BEFORE** a stop sign.

(f) Flashing Red Signal Indication:

(1) Vehicular traffic, on an approach to an intersection, facing a flashing circular red signal indication, shall stop at **BEFORE** a clearly marked stop line; but if there is no stop line, before entering the crosswalk on the near side of the intersection; or if there is no crosswalk, at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection. The right to proceed shall be subject to the provisions that are applicable after making a stop at **BEFORE** a stop sign.

(g)

General Application: In the event an official traffic-control signal is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable except as to those

provisions which by their nature can have no application. Any stop required shall be made at **BEFORE** a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking the stop shall be made at the signal.

SECTION 4. Downtown parking spaces designated as Handicapped Spots which would otherwise be designated as two hour parking, may be used for three hours. These spots will be designated by signs.

SECTION 5. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Revised Code.

PASSED: June 8, 2015

YEAS 7 NAYS 0
ABSTAIN 0

ATTEST: Elaine McGeorkey
CITY CLERK

Carly Kay Riggsh
MAYOR

Parking Survey 2015

In 2014 and into 2015, Councilmen Kent Shafer established a working group to look at the current downtown parking environment and to identify potential remedies to reported abuses. The group ultimately concluded that current fees and fines were insufficient to adequately change parking behaviors. The recommendations that were made by the group included increasing fees, adding enhancements for repeat offenders and making monthly parking passes more economically viable for downtown employees. Long term parking enhancements included the potential of adding a parking structure in the downtown.

In order to get an idea of how Delaware compared against neighboring communities and similarly situated cities, a parking survey was conducted by the Police Department. The questions asked included current fines for overtime and over limit, and whether there were any enhancements for repeat violators. Also asked was if monthly permits were available and if so what the cost was and how the cost was derived. Finally, a series of questions related to parking structures was asked, including if there was a structure, what the cost to use the structure was, and if utilization was as projected when the structure was built.

The results are contained in the spreadsheet below. Special thanks to Ofc. Austin Barnthouse for completing the survey, and to the downtown parking committee for their time and suggestions.

Parking Survey 2015

	What are current fines for overtime on meters, and over limit in other areas?	What enhancements are there for repeat violators; i.e. does anyone boot / increase fines; both or other?	How are monthly permit fees calculated - are they a set fee, and if so what is the monthly cost?	Additionally, please find out if there are any parking garages. If there are any jurisdictions with parking garages, try to find out if:	Is there a fee to park?	If the fees and fines generate enough revenue to pay down the construction debt / ongoing costs	The utilization - Is it getting used as was projected, or are there any problems.
Delaware	METERED: If paid by midnight on the date the notice was attached to such vehicle, three dollars (\$3.00); or if paid after midnight on the date the notice was attached to such vehicle, five dollars (\$5.00). FREE SPACE: ten dollars (\$10.00)	For the second and each subsequent violation notice for a violation of Section 353.08(a)(3) or (4), issued at least one hour following the previous notice, ten dollars (\$10.00)	Monthly rates are calculated based upon the number of enforceable days (Monday-Friday) in the month less any holidays. Fee is \$2.00 per day.				
Marysville	Marysville does not currently use parking meters, though they do have free space parking with time limits. Their over time parking ticket fine is \$20. If the ticket is not paid within 10 days the fine is doubled.	Subsequent tickets receive additional tickets of \$10. Marysville "will probably not tow" for over time parking violations.	N/A	N/A	N/A	N/A	N/A
Newark	Newark does not have metered parking. Their 2 hr timed space violations carry a \$40 parking citation. They also have a section for 30 min, 3 hr, and 11hr violations, which carry a fine of \$15.	No enhancements. Just get re-ticketed. Subject to tow after repeated violations, no boots, etc.	N/A	There is a parking garage which is run by the county. The garage is free to parking in.	Free	There are no fees or fines with respect to the garage. The garage was built by the city 30 years ago and "acquired" by the county. The maintenance cost are high and is funded entirely through tax money. They do have a day time and evening time parking attendant.	The garage is being utilized as envisioned. It is usually at about 55% capacity, with the weather protected portion being used more than the portion which is not protected from the elements. A couple years ago there were problems with vandalism however it was address. There are spurts of kids skateboarding, etc. In the garage, but the problem is easily addressed.
Marion	Marion no longer has metered or otherwise timed parking due to falling downtown businesses.	N/A	N/A	N/A	N/A	N/A	N/A
Sidney	Both metered and timed space parking violations carry a \$5 ticket if paid within 72 hours. If the citation is not paid within 72 hours, the ticket cost becomes \$10.	For subsequent offenses another \$5 parking citation is issued and the vehicle is subject to tow.	Permits are offered at a price of \$30.00 a quarter for parking. An explanation of how the fee is calculated was not able to be given, but the fee is set.	N/A	N/A	N/A	N/A

<p>Lima</p>	<p>Lima does not have metered parking, however they do have timed 2 hour parking zones. The fine for a violation is a \$7.00 ticket if paid before 10 days. If paid after 10 days the fine is raised to \$15. If the ticket is not paid after 30 days the fine is raised to \$25.00</p>	<p>There are no further enhancements, other than after receiving three citations the vehicle is subject to being towed.</p>	<p>The only monthly permits available in Lima are for their parking garage. See that section for further details.</p>	<p>Lima has a 390 space parking garage. The best point of contact for the garage is Howard Elstro ph# 419-221-5288. The garage was built in 1990 for about 4 million dollars.</p>	<p>The garage cost .50 per hour to park or \$3 per day. Special event parking ranges from \$3-\$4 dollars. Howard stated he did not think the rates could be successfully raised higher than currently set. Spaces can be leased for \$40 per month. Leasing prices can differ for fleets of vehicles, etc. A specific cost for leasing multiple spaces (to the same business, etc.) could not be given. It sounded as if different factors would go into the cost for leasing multiple spaces.</p>	<p>The fees collected at the garage are "just about sufficient" to keep up with operating costs, minus money needed for "capital improvements." The garage was initially manned by attendants, however is now contracted out and ran by an automated system. The money is collected once a month.</p>	<p>Howard advised he is "pretty happy" with the parking garage. When asked if it was being utilized as anticipated, he said it was running "a little light." Howard said with a vibrant downtown atmosphere the parking garage would be bringing in more money, but economic difficulty in the city has hampered the garage from operating at the level it was envisioned.</p>
<p>Upper Sandusky</p>	<p>Upper Sandusky is not currently using metered parking or free space parking with set limits. When they did the ticket was \$20.00 The only timed violation is a 24 hour parking violation which carries a \$20.00 ticket.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
<p>Bowling Green</p>	<p>Bowling Green charges \$5 for a meter violation. If the ticket is paid after 5 days the fine raises to \$15. Timed parking space violations carry a \$15 ticket, and if paid after 5 days the fine raises to \$20.00</p>	<p>If 3 or more tickets are accumulated for the violation, towing is considered but not preferred. Bowling Green will utilize the BMV's "DETER" program to report unpaid parking tickets, which results in a registration renewal block on the car. This program cost \$5, which is passed onto the violator via their parking ticket fees.</p>	<p>Bowling Green issues parking passes for three month time periods for the amount of \$65 which is a set fee. How the fee is arrived at is unknown.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
<p>Westerville</p>	<p>Westerville does not have parking meters. Over time parking in a marked space(s) carries a fine of \$40.</p>	<p>There are no enhancements to over time parking tickets. If a vehicle remains in violation, another ticket is issued. There are no immobilization measures, other than impounding if the vehicle collects more than two citations.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>

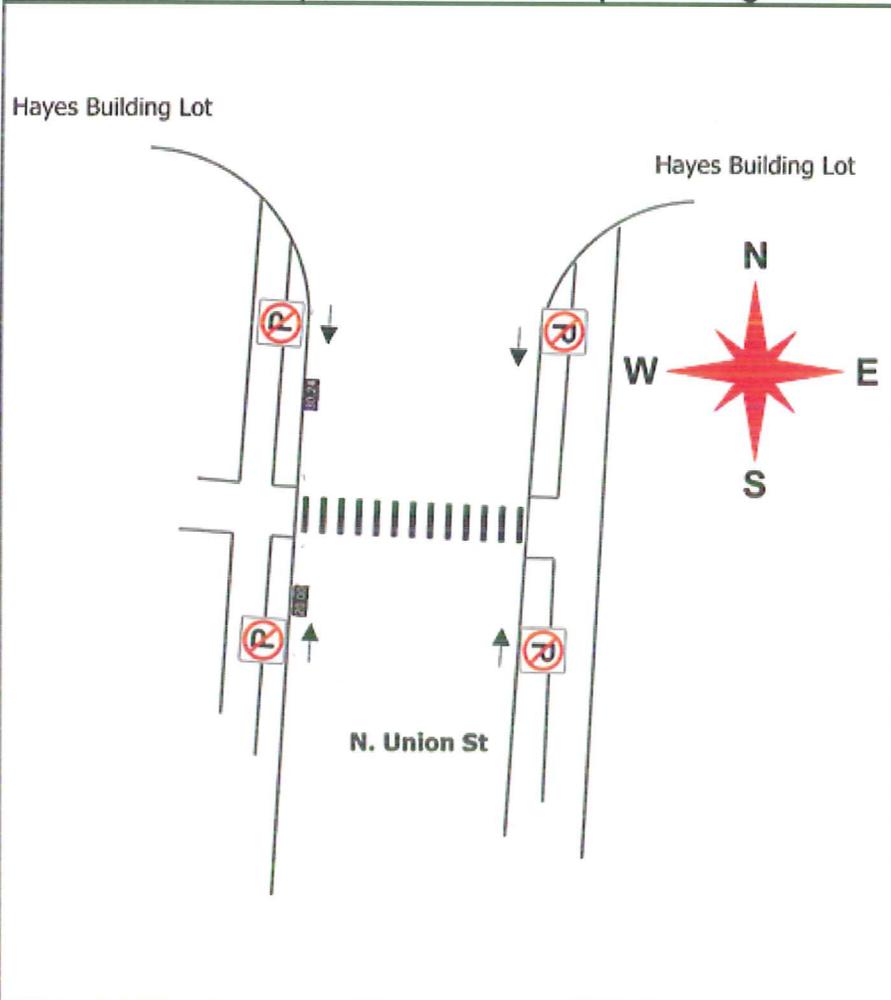
Worthington	Worthington does not use parking meters. Overtime parking in their timed spaces carries a fine of \$25.	If the vehicle is not moved the vehicle receives another \$25 ticket and will be towed.					
Dublin	Overtime parking in Dublin carries a fine of \$52.	According to the officer I spoke to, after one conviction of a parking violation within a year the penalty is increased to an M-4; two increases to M-3; three increases to M-2; four or more increases to M-1.	The only permits issued are for residential parking in certain areas. These permits are free.	N/A	N/A	N/A	N/A
Hilliard	Hilliard does not currently use parking meters. They do have parking spaces with time limits, such as 2 hour parking. Violations carry a \$40 parking ticket. The only other time violation is a 24 hour violation, which also carries a \$40 citation.	There are no enhancements time violations other than receiving an additional ticket(s). Hilliard will consider towing after repeated violations.		N/A	N/A	N/A	N/A
Columbus	Overtime meter violations have a \$30 ticket. Over time space parking violations have a \$55 ticket	There are no enhancements. If the car remains parked in violation, another ticket is issued. Per the Lt. of the impound lot Columbus does not boot vehicles or otherwise immobilized them on the street for parking violations. They will use a "club" device on vehicle but not for parking violations. They are reserved for OVI immobilizations etc.	The only permits Columbus sells are residential parking permits, which cost \$25 a year.				
Mt. Vernon	\$20.00 parking ticket for overtime violations.	No enhancements, but they do boot vehicles which have three or more unpaid parking tickets. A \$25 boot fee is applicable.		N/A Mt. Vernon has a three story public parking garage which is free to use. Overnight parking is not allowed	N/A Free	N/A There are no fees associated with parking in the garage. The building and attached garage were purchased for \$500,000, many years ago. The maintenance cost is high for the garage.	N/A The garage is "virtually full" everyday and is be used as envisioned.
							N/A

Julie Elke

From: Donald Claar
Sent: Friday, March 11, 2016 12:02 PM
To: Bruce Pijanowski
Cc: Julie Elke
Subject: Parking and Safety

Recently I asked the PCOs to check on vehicles parking too close to the cross walk on U. Union St. at the Hayes Building. As a result, tickets have been issued and of course people are now upset because there is no signage to tell them not to park within 20' of the crosswalk. I would recommend that Parking and Safety look at having signage added south of the crosswalk to the parking lot entrances for pedestrian safety.

Organization	Delaware Police Department	
Drawn By	CPT Donald Claar	
Location	N. Union St	
Date	3/11/16	



4B

Donald J. Claar
Administrative Captain
Delaware City Police Department
(740) 203-1106

This message may contain confidential and/or proprietary information and is intended for the person/entity to whom it was originally addressed. Any use by others is strictly prohibited.

351.03. - Prohibited standing or parking places.

No person shall stand or park a vehicle, except when necessary to avoid conflict with other traffic or to comply with the provisions of this Traffic Code, or while obeying the directions of a police officer or a traffic control device, in any of the following places:

- (a) On a sidewalk, curb or street lawn area, except a bicycle;
- (b) In front of a public or private driveway;
- (c) Within an intersection;
- (d) Within ten feet of a fire hydrant;
- (e) On **OR WITHIN TWENTY FEET OF** a crosswalk;
- ~~(f) Within twenty feet of a crosswalk at an intersection;~~
- ~~(gF)~~ Within thirty feet of, and upon the approach to, any flashing beacon, stop sign or traffic control device;
- ~~(hG)~~ Between a safety zone and the adjacent curb or within thirty feet of points on the curb immediately opposite the end of a safety zone, unless a different length is indicated by a traffic control device;
- ~~(iH)~~ Within fifty feet of the nearest rail of a railroad crossing;
- ~~(jI)~~ Within twenty feet of a driveway entrance to any fire station and, on the side of the street opposite the entrance to any fire station, within seventy-five feet of the entrance when it is properly posted with signs;
- ~~(kJ)~~ Alongside or opposite any street excavation or obstruction when such standing or parking would obstruct traffic;
- ~~(lK)~~ Alongside any vehicle stopped or parked at the edge or curb of a street;
- ~~(mL)~~ Upon any bridge or other elevated structure upon a street, or within a street tunnel;
- ~~(nM)~~ At any place where signs prohibit stopping, standing or parking, or where the curbing or street is painted yellow, or at any place in excess of the maximum time limited by signs;
- ~~(oN)~~ Within one foot of another parked vehicle;
- ~~(pO)~~ On the roadway portion of a freeway, expressway or thruway. (ORC 4511.68)
- ~~(qP)~~ Upon any portion of a bike path or shared-use path. (Ord. 07-15. Passed 3-26-07)
- ~~(rQ)~~ Within a Designated Fire Lane. In addition to any other penalty prescribed for a violation of this section, any vehicle or motorized toy found in violation of this section may be impounded or confiscated by any police officer or his designee, and held until such property is reclaimed by the owner or declared abandoned in accordance with Police Department policy and procedures for abandoned property.

(Ord. 12-29. Passed 4-23-12)

Parking and Safety

351.14. - Heavy vehicles and trailers.

(a) No operator or driver of any motor truck used for the delivery of merchandise to any retail dealer in the City, if prevented by lack of space from parking such truck in accordance with the parking regulations of the City, shall permit such truck to stand in or upon any street or alley for more than thirty minutes without the permission of the Police Department.

(b) No person shall permit a motor vehicle or truck-trailer combination with an overall length of more than thirty feet, farm or construction equipment or combination thereof with an overall length of more than twenty-two feet, or unattached trailer, to be parked on any street or alley for more than one hour without the permission of the Police Department.

(c) No person shall park any vehicle having a diesel engine and/or refrigeration unit in a residential area, or within 200 feet of a residential area, as indicated by the Zoning Map, for longer than ten minutes with either or both of such engines running.

(d) No person shall permit a truck or commercial vehicle ~~of a rated weight of more than one ton~~ **CLASS 4 OR ABOVE** to be parked on any street or on any residential premises in any R District for more than one hour without the permission of the Police Department, provided that nothing herein shall prevent the parking of such vehicle in a fully enclosed garage or similar permanent structure.

(Ord. 96-111. Passed 11-25-96)

Below Information is for Clarification Only:

United States[[edit](#)]

In the [United States](#), commercial truck classification is determined based on the vehicle's gross vehicle weight rating (GVWR). The classes range from 1–8.^{[2][3]} Trucks are also classified more broadly by the [Department of Transportation's Federal Highway Administration](#) (FHWA), which groups classes 1–3 as *light duty*, 4–6 as *medium duty*, and 7–8 as *heavy duty*.^{[2][4][5][6]} The [United States Environmental Protection Agency](#) has a separate system of emissions classifications for trucks.^{[2][7]} The [United States Census Bureau](#) also assigned classifications in its now-discontinued Vehicle Inventory and Use Survey (TIUS) (formerly Truck Inventory and Use Survey (TIUS)).^[8]

Light duty[[edit](#)]

Class 1[[edit](#)]

The Class 1 truck [gross vehicle weight rating](#) (GVWR) ranges from 0–6000 lb (0–2722 kg).^[2] Examples of trucks in this class include the [Dodge Dakota](#), [Chevrolet Colorado](#) and [GMC Canyon](#).^{[9][10]}

Class 2[\[edit\]](#)

The Class 2 truck [gross vehicle weight rating](#) (GVWR) ranges from 6001–10000 lb (2722–4536 kg).^[2] Examples of vehicles in this class include the [Dodge Ram 1500](#), [Chevrolet Silverado 1500](#), and the [F-150](#). Class 2 is subdivided into Class 2a and Class 2b, with class 2a being 6001–8500 lb (2722–3856 kg), and class 2b being 8501–10000 lb (3856–4536 kg). Class 2a is commonly referred to as a light duty truck, with class 2b being the lowest heavy-duty class, also called the light heavy-duty class.^{[10][11][12]}

Class 3[\[edit\]](#)

The Class 3 truck [gross vehicle weight rating](#) (GVWR) ranges from 10001–14000 lb (4536–6350 kg).^{[2][13]} Examples of vehicles in this class include the Dodge Ram 3500, [Ford E-350](#), [Ford F-350](#), and the [GMC Sierra 3500](#). The [Hummer H1](#) is another example of a single rear axle Class 3 truck, with a GVWR of 10300 lb (4672 kg).

Medium duty[\[edit\]](#)

Class 4[\[edit\]](#)

The Class 4 truck [gross vehicle weight rating](#) (GVWR) ranges from 14001–16000 lb (6351–7257 kg).^{[2][13]} Examples of vehicles in this class include the [Ford E-450](#), [Ford F-450](#), Dodge Ram 4500, and the [GMC 4500](#).^[10]

Class 5[\[edit\]](#)

The Class 5 truck [gross vehicle weight rating](#) (GVWR) ranges from 16001–19500 lb (7258–8845 kg).^{[2][13]} Examples of trucks in this class include the [International TerraStar](#), [GMC 5500](#).^[14] Dodge Ram 5500, and the [Ford F-550](#)

Class 6[\[edit\]](#)

The Class 6 truck [gross vehicle weight rating](#) (GVWR) ranges from 19501–26000 lb (8846–11793 kg).^[2] Examples of trucks in this class include the [International Durastar](#), [Chevrolet Kodiak/GMC TopKick C6500](#).^[15] and the [Ford F-650](#)

Heavy duty[\[edit\]](#)

Class 7[\[edit\]](#)

Vehicles in Class 7 and above require a Class-B [commercial driver's license](#) (CDL) to operate in the United States. These include GMC C7500 and the Ford F-750.^[16] Their GVWR ranges from 26001–33000 lb (11794–14969 kg).^[2]

Class 8[\[edit\]](#)

The Class 8 truck [gross vehicle weight rating](#) (GVWR) is a vehicle with a GVWR exceeding 33000 lb (14969 kg).^{[2][17]} These include GMC C8500 trucks as well as most [tractor trailer](#) tractors, such as the [Freightliner Cascadia](#) for example, as well as single-unit dump trucks of a GVWR over 33,000 lb; such trucks typically have 3 or more axles. The typical 5-axle tractor-trailer combination, also called a "semi" or "18-wheeler", is a Class 8 vehicle. Standard trailers vary in length from 8' containers to 57' van trailers, with the most common length being the 53' trailer. Specialized trailers for oversized loads can be considerably longer. Commercial operation of a Class 8 vehicle in the United States requires either a Class-B CDL for non-combination vehicles, or a Class-A CDL for combination vehicles (tractor-trailers).

APPENDIX D

FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.

SECTION D101 GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.

SECTION D102 REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an *approved* fire apparatus access road with an asphalt, concrete or other *approved* driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103 MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as *approved* by the fire chief.

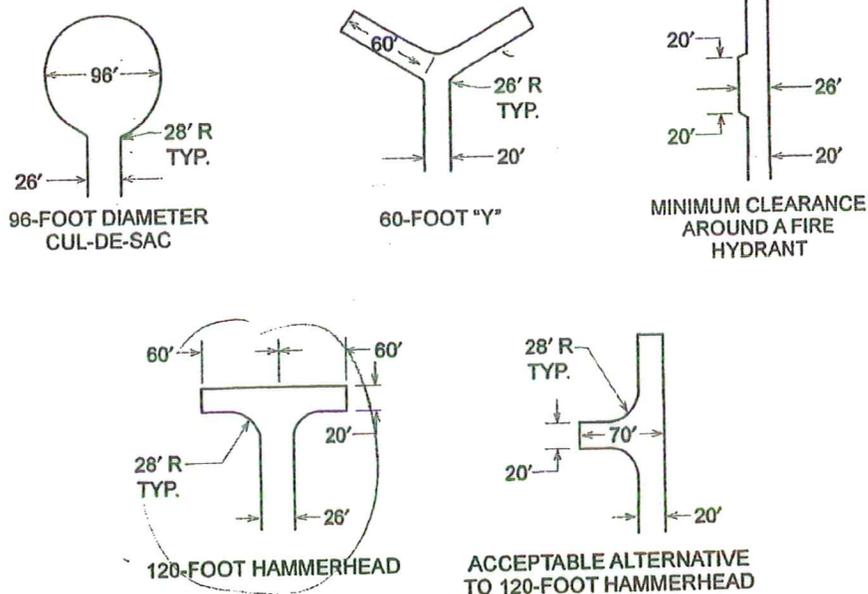
D103.3 Turning radius. The minimum turning radius shall be determined by the *fire code official*.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4:

**TABLE D103.4
REQUIREMENTS FOR DEAD-END
FIRE APPARATUS ACCESS ROADS**

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.



For SI: 1 foot = 304.8 mm.

**FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND**

5A

APPENDIX D

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the fire code official.
8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

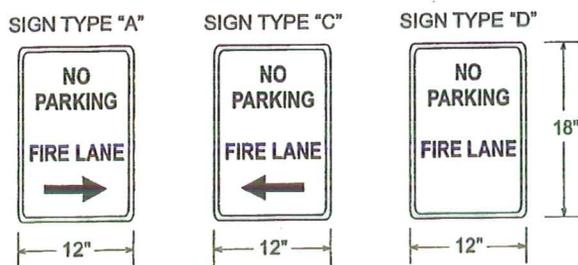


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one

side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

**SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS**

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m²) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

**SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS**

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

**SECTION D106
MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS**

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all

buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.

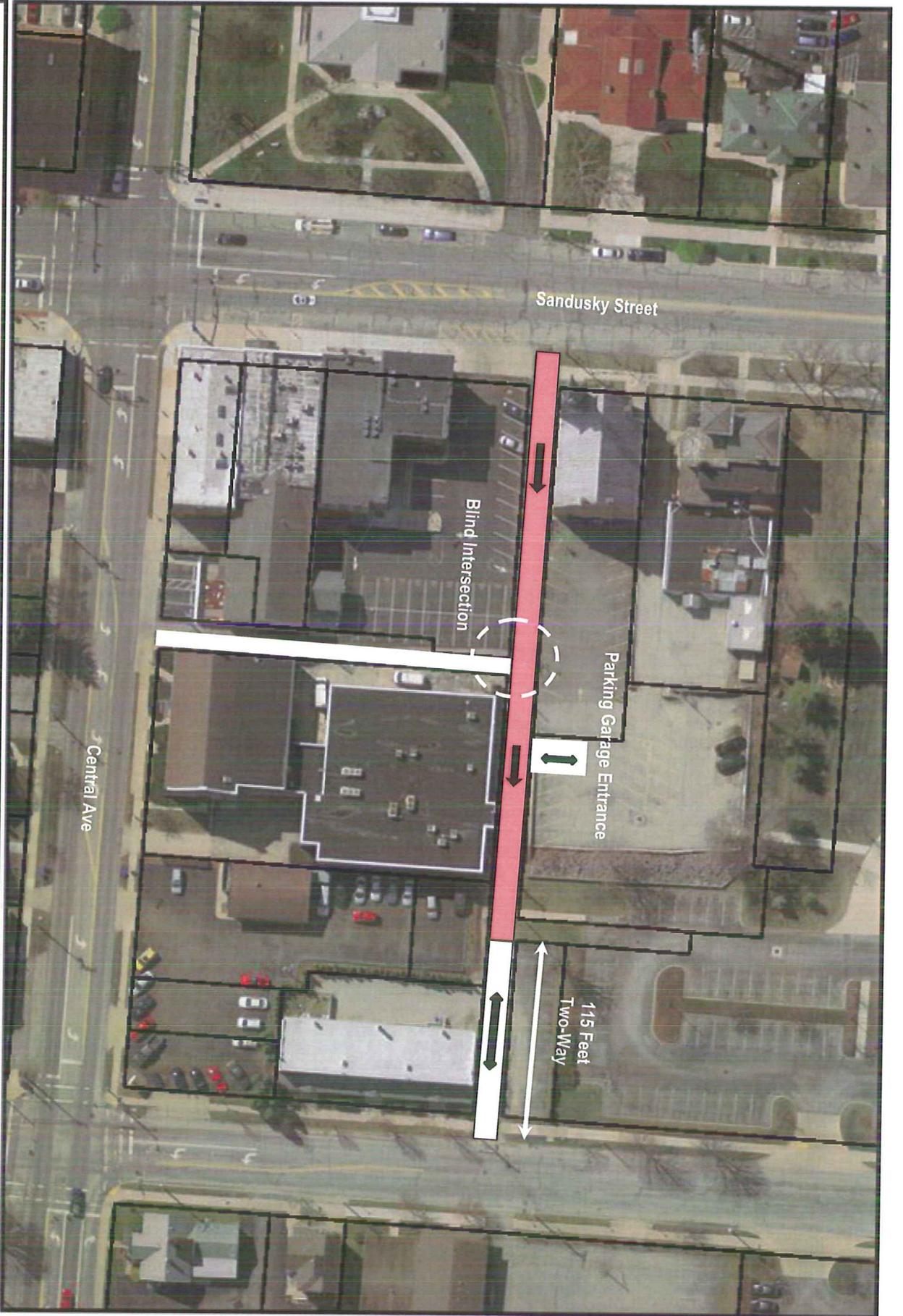
D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

SECTION D107 ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads, and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the *International Fire Code*, access from two directions shall not be required.
2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.



One Way Alley

Information contained within this map may be used to generally locate, identify, and inventory land parcels within Delaware County. Delaware County cannot warrant or guarantee the information contained herein, including, but not limited to its accuracy or completeness. The map parcel lines shown are approximate and this information cannot be constructed or used as a "legal description" of a parcel.

Flood Plain information is obtained from FEMA and is administered by the Delaware County Building Department (756-833-4201). Please report any errors or omissions to the Delaware County Auditor's office at delcoagls@co.delaware.de.us. Prepared by: Delaware County Auditor's GIS Office



Delaware County Auditor
George Kaltra





6A



6B



