

**PARKING AND SAFETY
MOTION SUMMARY
January 7, 2019**

ITEM 1. ROLL CALL

Chairman Shafer called the Parking and Safety Meeting to begin at 6:00 p.m.

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

Staff Present: Jessica Ormeroid, Project Manager, Nathan McCoy, Project Manager, Bill Ferrigno, Public Works Director/City Engineer, John Donahue, Fire Chief, Bruce Pijanowski, Police Chief

ITEM 2. REVIEW

A. W. Hull Traffic Counts

Mr. Ferrigno summarized the past concerns of West Hull Drive. He provided an exhibit that included access point locations to the North Community Plaza and additional access points into the plaza off of U.S. 23. He reviewed the existing traffic counts at the Liberty Entrance on West Hull Drive which was at 2981 ADT. Two days were reviewed in September of 2018 on peak hours from 10:30 am -1:15 pm and 4:00 pm and 6:45 pm to determine traffic counts during these hours. He also reviewed that 2300-2600 vehicles per day use West Hull Dr. to travel between Liberty Road and the north Plaza entrance, which is approximately 75-85% of total traffic.

B. W Hull Vehicle Speeding

Mr. Ferrigno reviewed the speed and accident data for West Hull Drive. The crash history of West Hull Drive was reviewed from 2011 to 2018 and showed eleven accidents over an eight year period. The 85% of speed is reported to be at 30 mph. This is typical for many local streets and neighborhoods.

ITEM 3. REVIEW PILOT STUDY OF NORTH PLAZA EXIT ACCESS RESTRICTIONS

A. Alternate 'A' Arrangement

Mr. Ferrigno reviewed the Proposed Pilot Study for North Plaza Access Modification 'A', which would have a right-out with a median. He discussed having striping on pavement to not allow left turn out of the

plaza onto West Hull Dr. The delineators on West Hull Drive would prevent cars from turning left.

B. Alternate 'B' Arrangement

The proposed pilot study North Plaza Access Modification 'B' would prevent any exit from the north Plaza access point to exit onto West Hull Drive. Vehicles would be able to access the north Plaza entrance from West Hull Drive, but would not be able to exit from the Plaza. Mr. McCoy discussed the usage of Tuff Curb Delineators during the pilot program to prohibit egress and make access point ingress only.

C. Pros/Cons

Mr. McCoy reviewed the cost to Modification 'A' at approximately \$16,000 and Modification 'B' at \$8,000. These estimates are for the pilot program only and there would be an estimated additional cost of \$15,000-\$20,000 for permanent installation.

Mr. Ferrigno discussed the pros and cons of diverting traffic off of West Hull Drive and to neighboring streets. He discussed it is difficult to determine what access routes drivers will use during the pilot program but that staff would be gathering that data during the pilot program. He voiced a concern over the increase risk to drivers going northbound on U.S. 23 and turning left on West Hull Drive. Staff informed the Committee that the turn lane on U.S. 23 can handle approximately 10-15 cars. Ms. Ormeroid discussed the accident history for U.S. 23.

D. Implementation Schedule

Mr. Ferrigno reviewed the plan to provide 30 day advance notification to Plaza visitors and have a pilot study program for approximately 60-0 days.

E. Review of Public Feedback

Mr. Ferrigno discussed both negative and supportive comments that were received through social media.

Mr. Ferrigno did inform the Committee that U.S. Properties granted permission to staff to perform the pilot program and provide them with results.

ITEM 4. DISCUSSION OF ALTERNATIVE TRAFFIC CALMING PILOT INITIATIVE

A. Proposed arrangement/calming elements

Mr. Ferrigno discussed alternate pilot study initiatives which includes lane narrowing with edge line striping, volume reduction through speed bumps, and the use of the Dynamic Speed Feedback Signs.

B. Narrowing pros/cons/cost

Mr. Ferrigno discussed that the traffic calming measure of lane narrowing is related more to speed issues and does not have the impact to volume reduction.

C. Temporary Speed Bump pros/cons/costs

Mr. Ferrigno discussed the typical policy to not be supportive of the use of speedbumps due to potential damage to fire apparatus and delayed response times. It also poses an issue on road maintenance, such as plowing. Chief Donahue discussed that speed bumps can cause a 10-15 second delay per speed bump and that the goal is to arrive onsite within 6 minutes of receiving the emergency call. He discussed that poly carbon materials used in homes have accelerated the rate that fires can spread. He recognized that the majority of calls are for EMS.

Mr. Ferrigno discussed the use of speed bumps that have breaks in them that a typical Fire or EMS truck wheel basin will fit through it. Chief Donahue was agreeable to discuss the use of this type of speed bump further. Mr. Ferrigno reported that speed bumps cost is approximately \$5,000 per bump.

D. Speed Feedback Signs pros/cons/costs

Mr. Ferrigno discussed that the cost of the signage is \$7,500. It provides a minor reduction in vehicle speeds.

E. Emergency Service Impacts/Mitigation

F. Cost

A discussion was held on the financing of pilot programs and funding for installation of traffic calming measures and devices.

Mr. Jones asked staff what year the homes were built and what phase was it connected to the shopping center. Mr. Ferrigno explained that the first phase was started in 1994 with some homes and that the shopping center was there prior to the homes. Vice-Chairwoman Keller discussed that the original design was a straight shot and that there were changes. Mr. Ferrigno discussed that during the planning process the bend and stop

sign were added.

ITEM 5. PUBLIC COMMENTS

Randall Hinderer
187 West Hull Drive
Delaware, Ohio

Mr. Hinderer discussed that when they were purchasing their home the plan that they received was that there West Hull Drive would not be a connector street but a cul de sac. He voiced a concern over the safety of the residents and questioned how often fire and ems utilize the street. Chief Donahue informed him that he did not have the statistics on him.

Denise Young
117 Beech Drive
Delaware, Ohio

Ms. Young voiced that she thought traffic may be alleviated on West Hull Drive with the installation of a traffic signal on Hawthorn Blvd. She voiced concerns that diverted traffic off of West Hull Drive could create issues to Hawthorn Blvd. She questioned if the south egress access point onto U.S. 23 would need to have a left turn lane to accommodate the additional traffic turning left on U.S. 23 out of the plaza.

Dave Jenkins
321 West Hull Drive
Delaware, Ohio

Mr. Jenkins voiced support for the pilot and that residents of West Hull Drive will be inconvenience as well as others.

Vice-Chairwoman Keller voiced concerns over increased speed issues as people attempt to make up for lost time while sitting at the light to exit the plaza.

Jim Bauer
176 Hull Court
Delaware, Ohio

Mr. Bauer discussed that the pilot program was a cooperative effort with U.S. Properties and city staff. He addressed social media post reflecting that residents should have known that the road was a cut through road prior to moving into their homes and that some homeowners were told that it would be a cul de sac.

David Hague

180 Hull Court
Delaware, Ohio

Mr. Hague stated that out of all the collector/residential streets in the City of Delaware staff had to review data from Dublin to find a street with comparable issues and layout. He discussed the unique issues that surround West Hull Drive that other streets in the City do not have. He discussed the need for hard data from the pilot program to determine the appropriate outcome.

Jim Browning
189 Hawthorn Blvd.
Delaware, Ohio

Councilman Browning voiced his support for the pilot study.

Cheri Gifford
234 West Hull Drive
Delaware, Ohio

Ms. Gifford discussed that when she moved into the neighborhood that the street would not connect. She questioned where the traffic went prior to the installation of West Hull Drive as a connector. Mr. Ferrigno discussed that residents utilized Cottswald and Somerset. She discussed that in the past it was recommended to use speed bumps and questioned why that was not implemented years ago. Mr. Ferrigno discussed that may have been at the HOA level and that no formal request or action was received back from the community.

Barb Holman
237 West Hull Drive
Delaware, Ohio

Ms. Holman informed the Committee that she moved into her house in 1995 and that before there was access to Liberty Road people were cutting through the grass to access once some trees were removed. She discussed the difficulty safely backing out of her driveway and concerns about increase traffic once the Coughlin Crossing Shopping Center is constructed.

Elizabeth Hoover
213 Hawthorn Blvd
Delaware, Ohio

Ms. Hoover voiced questions regarding the length of the pilot and if there would still be access to West Hull Drive from Liberty. She questioned that if speed is not a concern and there is little accident history, than why is volume considered a problem.

Rachel Spitzen
U.S. Properties Representative
3665 Fishinger Blvd.
Columbus, Ohio

Ms. Spitzen voiced that U.S. Properties had signed an agreement to support the pilot program.

Vice-Chairwoman Keller questioned what nearby streets can accept the high volume of traffic by diverting the vehicles. Mr. Ferrigno discussed that the hope is drivers will utilize larger roads and that they will be assessing the traffic impacts during the pilot program.

Bethany Davis
297 West Hull Drive
Delaware, Ohio

Ms. Davis questioned if the pilot program did not proceed as planned due to the concerns voiced on social media. She questioned if the City can utilize surveillance cameras. Chief Pijanowski discussed that there are Traffic Enforcement Surveillance Camera Laws that would need to follow. Vice-Chairwoman Keller informed that the comments on social media were not a factor in the delay of the pilot program, but that there was confusion between staff and the Committee on if the pilot program had been approved by the Committee. She discussed the purpose of this special meeting was to allow the committee to make a formal decision regarding the pilot program.

Barb Swisher
291 West Hull Drive
Delaware, Ohio

Ms. Swisher discussed the increase in traffic in the past thirteen years and could staff look at reducing the speed limit to 15-20 mph. She discussed difficulty backing out of driveway due to the curve in the road and traffic.

Councilman Jones voiced that he was undecided on the pilot program, but that he recommended that the decision goes to Council. He voiced concerns over setting a precedence to other residents that have difficulty with traffic cut through and that they will request a pilot study and how would the City fund these requests.

Vice-Chairwoman Keller voiced concerns that there is no measure of what it too high of traffic on a road and the drivers use West Hull Drive as it is the fastest route for them. She discussed the need to determine the benchmark of success.

She questioned what is the decreased amount of cars traveling on West Hull Drive is needed to reflect that the pilot was successful. She is in favor of having Council make a decision regarding the pilot program as there are implications that would affect the City as a whole.

Chairman Shafer recommended that staff provide a presentation to Council at an upcoming meeting to receive direction from Council regarding the pilot program. Mr. Hague recommended that the Committee consider having the presentation presented to Council at the February 11, 2019 meeting to give residents time to prepare.

ITEM 6. FORMAL RECOMMENDATION BY COMMITTEE

Motion: Councilman Jones recommended that this issue is presented to Council for tentatively the February 11, 2019 City Council meeting, seconded by Vice-Chairwoman Keller. Motion approved by a 3-0 vote.

ITEM 7. STAFF COMMENTS

Mr. Ferrigno discussed the concerns voiced by residents regarding what Rockford Homes presented to their sales trailer and it sounds as if they were shown a Phase 1 Plat. He stated that the Preliminary Plat that was approved by the Planning Commission and City Council shows that Hull Drive would be a through road. There was discussion back in the late 1980's if there should be a through road or an extension of Pollyanna Drive. Eventually it was laid out to create West Hull Drive. He discussed that the Preliminary Plans would have shown the plans for West Hull Drive to always be a through road.

ITEM 8. COMMITTEE COMMENTS

ITEM 9. ADJOURNMENT

Motion: Councilwoman Jones moved to adjourn the meeting. The Parking and Safety Committee Meeting adjourned at 7:41 p.m.



Kent Shafer, Chairman



Elaine McCloskey, Clerk