

**CITY OF DELAWARE
PARKING AND SAFETY COMMITTEE
VIRTUAL MEETING THROUGH CISCO WEBEX
6:00 P.M.**

AGENDA

August 17, 2020

1. ROLL CALL
2. APPROVAL of the Motion Summary for the Parking and Safety Committee meeting held October 21, 2019, as recorded and transcribed.
3. PUBLIC COMMENTS
Due to the meeting being held virtually, public comment less than 500 words is requested to be received before the meeting through email at emccloskey@delawareohio.net. To join the meeting virtually please email emccloskey@delawareohio.net prior to 3 pm the day of the meeting to sign up. Comments received on Facebook may have to be addressed by staff subsequent to the meeting.
4. DISCUSSION and RECOMMENDATION of installation of No Parking Signage on the west side of South Washington Street, from West Harrison Street to the alley.
5. DISCUSSION and RECOMMENDATION of the extension of the No Parking restrictions adjacent to Smith Elementary School, along the north side of Mason Avenue further west to include additional property acquired by the district; (30 Mason Avenue and the district-owned lot immediately west of 30 Mason Avenue).
6. DISCUSSION AND RECOMMENDATION of the intersection control at King Avenue and John Street.
7. UPDATE on Speed Feedback Signs
8. UPDATE on Safety Projects
9. STAFF COMMENTS
10. COMMITTEE COMMENTS
11. ADJOURNMENT

** This meeting will be a virtual meeting. Residents are encouraged to view online through the City of Delaware Facebook page. To comply with the CDC recommendation prohibiting group meetings, no in person attendance by Council, staff, or the public will be available.

**PARKING AND SAFETY
MOTION SUMMARY
October 21, 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: Matt Weber, Deputy City Engineer, John Donahue, Fire Chief, Rob Penrod, Captain, Jessica Ormeroid, Project Engineer

ITEM 2. APPROVAL of the Motion Summary of the Parking and Safety Committee meeting held June 17, 2019, as recorded and transcribed.

Motion: Vice-Chairwoman Keller moved to approve the Motion Summary of the Parking and Safety Committee meeting held June 17, 2019, seconded by Councilman Jones. Motion approved by a 3-0 vote.

ITEM 3. PUBLIC COMMENT

PUBLIC PARTICIPATION:

Susan Hannahs
166 Cambridge Road
Delaware, Ohio

Ms. Hannahs voiced concerns of speeding along Cambridge Road particularly in at the Exeter and Merrick area. She discussed that the street is wide enough that cars will speed down and even pass one another. Staff to monitor the area.

Bob Smith
188 Firestone Drive
Delaware, Ohio

Mr. Smith voiced concerns over the speed bumps at Firestone Drive and that traffic goes too slow over the speed bumps and then speed up after the last one. He discussed that there is increased traffic with the new development area. He discussed that there was no difference in speeds related to the no parking signage in the area and that his car was recently hit. He requested that speed bumps be removed to the area.

ITEM 4. DISCUSSION and RECOMMENDATION for Traffic Calming Measures

A. Executive Blvd.

Mr. Weber discussed that Executive Blvd is similar to the Lexington Blvd and Buehler Drive needs and accident history. He discussed the accident history that is largely around the curved areas. Ms. Ormeroid provided data to the Committee and that this street has an 85% speed of 29 mph, ADT of 1,100 vehicles, and approximately 12 accidents between 2014 and 2018. Six of the accidents did occur at the curve. Mr. Weber discussed staff recommendations to stripe the center line at the curve to mitigate some of the drifting. Staff discussed the estimated cost for the project.

PUBLIC PARTICIPATION:

Konrad Young
758 Executive Blvd
Delaware, Ohio

Mr. Young discussed concerns that the street has a lot of speeding and is often used as a racetrack. He requested a multi-way stop sign at Rutherford Avenue and Executive. He also voiced concerns regarding Pinecrest becoming a thoroughfare to access 23. He requested that staff have no left turn out of Pinecrest and limit left turns from 23 to Pinecrest due to safety concerns. Staff discussed needing to do a multi-way stop sign analysis and report back. Ms. Ormeroid discussed working with ODOT regarding the Pinecrest and 23 area on safety issues.

Jim Masker
999 Executive Blvd
Delaware, Ohio

Mr. Masker discussed having cars in his front yard during the winter that have lost control at a curve along Executive Blvd. He discussed concerns over individuals parking too far from the curve.

Paul Harbrecht
820 Executive Blvd
Delaware, Ohio

Mr. Harbrecht questioned staff on potential countermeasures and how long the evaluation period will be. Mr. Weber discussed the striping use to narrow lanes. He discussed needing additional enforcement on the speeding in the area and that the evaluation period will be one year based on accident history and then determine other traffic calming measures that may be beneficial to area if

needed.

Motion:

Mr. Jones motioned to approve striping along the curves as suggested by the Engineering Department along Executive Blvd, seconded by Vice-Chairwoman Keller. Motion approved by a 3-0 vote.

B. Cobblestone Drive

Ms. Ormeroid provided traffic data for Cobblestone Drive in which the 85% speed was 34 mph, ADT of 2,200 vehicles, and that parking is permitted on both sides of the road and there has been 4 accidents related to speed. She discussed recommendations to have center line striping, with an edge line, from South Houk to Rock Creek Drive and placement of permanent speed feedback signage on Cobblestone. Staff reviewed the estimated cost for the project. Vice-Chairwoman Keller discussed the efforts to reduce speed by the neighborhood since 2011 including a neighborhood task force that was formed. Chairman Shafer discussed needing extra police enforcement in the area to help change the behavior of speeding in the area.

Motion: Vice-Chairwoman Keller motioned to approve striping along the centerline and edge line and have dynamic speed feedback signs, seconded by Councilman Jones. Motion approved by a 3-0 vote.

C. Carson Farms Blvd.

Ms. Ormeroid provided information regarding traffic data along Carson Farms Blvd, with a 85% speed of 33 mph and ADT of 2,000 vehicles. She discussed that there are no speed related accidents, but that history was related to the intersection of Cobblestone and Carson Farms Blvd prior to the installation of the multi-way stop sign. She discussed the recent plans to have a traffic signal placed at US 36 and Carson Farms Blvd. Staff recommends striping on parts of Carson Farms Blvd and placement of dynamic speed feedback signs.

Motion: Vice-Chairwoman Keller motioned to add striping along Carson Farms Blvd and dynamic speed feedback signs, seconded by Councilman Jones. Motion approved by a 3-0 vote.

D. Lehner Woods Blvd.

Ms. Ormeroid provided traffic data for the area that was collected in 2018. She discussed that the 85% speed was at 29 mph and ADT was 523 vehicles. She recommended staff collect updated traffic analysis of the area as the neighborhood has multiple more houses in the area compared to 2018. Vice-Chairwoman voiced concerns that she received are related to increased traffic

due to construction trucks entering the neighborhood. She requested if construction traffic can be rerouted to use Boulder and not through the neighborhood. Mr. Weber discussed looking at access areas and working with the developers on the concerns. The Committee recommends this discussion come back once traffic data is complete.

ITEM 5. DISCUSSION and RECOMMENDATION for Parking Restrictions at Benjamin Street and South Houk Road

Ms. Ormeroid discussed that the concern was voiced at the Neighborhood Speed meeting and the concern was turning from S. Houk Road to Benjamin and that cars are parked close to the intersection. She presented a map to indicate where parking restrictions should occur relating to the Codified Ordinances. She recommended parking restrictions by Codified Ordinance of 30 ft from a stop sign or stop condition or within 20 feet from a crosswalk. Staff looked at restricting parking S. Houk Rd to Hutchinson.

PUBLIC PARTICIPATION:

Karmen Krinn
300 Benjamin ST
Delaware, Ohio

Ms. Krinn voiced concerns relating to restricting parking in this area, as she purchased the lot asking if there were any parking restrictions and were told no by developers. She states she would not have purchased the property if she had advance knowledge. She did recognize that she has had to tell her teenage drivers to not park so close to Houk Road intersection and request that some on street parking be provided.

Tom Samson
312 Benjamin Street
Delaware, Ohio

Mr. Samson voiced concerns over the parking restrictions along Benjamin Street based on the Codified Ordinances and that it eliminates any parking on the street for himself and any potential new neighbor. He discussed that there is a reasonable expectation to buy a house and be able to park in front of it. Chief Donahue discussed the need to be able to have fire trucks be able to make the turns and Ms. Ormeroid discussed pedestrian safety at pedestrian ramps. Chairman Shafer discussed providing parking along the west of the ramp. Staff discussed the option to sign the intersection or to remove the pedestrian crossing. Vice-Chairwoman Keller questioned why some crosswalks are painted and why some are not. Ms. Ormeroid discussed that many crosswalks are related to stop conditions. The Committee reviewed the location of mailboxes and fire hydrants.

Vice-Chairwoman Keller read concerns that were received for speed concerns especially at the playground area and concerns over the parking along Benjamin Street near Houk Road and Johann Street. Ms. Ormeroid discussed that staff reviewed this concern at the Pre-Meeting and that staff will be working with the developers to relocate the crosswalk curbs.

Motion: Councilman Jones motioned to eliminate parking on the south side of Benjamin Street between Houk and Hutchinson, extend the No Parking on the northside of Benjamin from Houk to 50 ft, and open up restricted parking on northside of parking on Benjamin after Hutchinson to the curb ramps, seconded by Vice-Chairwoman Keller. Motion approved by a 3-0 vote.

ITEM 6. DISCUSSION and RECOMMENDATION for Pedestrian Crossing to Parks at Rockmill Street and Canal Street

Ms. Ormeroid reviewed the three different locations for access to the Carson Farms Park. She discussed that Canal Street does not have curb ramps and would propose that this be added in and proper signage be placed. She discussed that this issue was brought forward at the Neighborhood Speed meeting. She discussed that at Rockmill access point needs enhanced signage to area to open up the site distance for pedestrians. She informed the Committee that letters were sent to residents in the area.

Motion: Vice-Chairwoman Keller made a motion to the enhanced pedestrian crossing to Rockmill Street and Canal Street, seconded by Councilman Jones. Motion approved by a 3-0 vote.

ITEM 7. UPDATES and DISCUSSION ITEMS

A. Crosswalks RRFB's at Cobblestone Drive and Houk Road and Boulder Drive and Houk Road

Ms. Ormeroid provided information that money from the trust fund will be designated for pedestrian enhancement and that RRFB's will be installed at the two locations on Houk Road.

B. Diverston Way Parking Restrictions

Chief Donahue discussed the concerns that related to parking on Diverston Way and that the area was located near his house and that it was new neighbors that had been parking on both sides of the street near the curve. He discussed that the restrictions would be recommended by him on the north side of Diverston as that is the location of the fire hydrant. At this time the Committee is recommending the neighborhood to work out the issue and proceed with further recommendations if the issue persists.

C. Vernon Avenue Speed Limit Changes

Staff discussed that this street is considered multi-jurisdictional and that there have been concerns of speeding in the Kensington sub-division. The section in Delaware Township is non posted and is at 55 mph. Staff requested that the township reduce their speed and that ODOT has final jurisdiction. The lowest ODOT would reduce the speed is to 35 mph. Staff recommends that the City increase the speed to 35 mph on Vernon up to the subdivision, where it will be 25 mph.

Motion: Vice-Chairwoman Keller motioned to forward to City Council changes to Vernon Avenue speed, seconded by Councilman Jones. Motion approved by a 3-0 vote.

D. Handicap Parking Spaces – Permit Process
1. 42 Chestnut Street

Mr. Weber discussed the current process to provide handicap spots to residents and that they are required to provide a medical need of necessity. He discussed that if space is available and there is a medical need then the City tries to accommodate. He discussed the recommendation to provide a policy in which these decisions can be done at an administration level of approval and that staff will be looking at a process to review the continued needs of spots for residents that have a spot issued. He discussed the process continuing to come before the Committee if the request impacts downtown parking. He discussed that staff needs to further investigate the request at 42 Chestnut Street.

Motion: Vice-Chairwoman Keller motioned to make changes to the staff review process for handicap spaces in the City and to have staff work with the City Attorney to make alterations to the policy, seconded by Councilman Jones. Motion approved by a 3-0 vote.

ITEM 8. STAFF COMMENTS

ITEM 9. COMMITTEE COMMENTS

Councilman Jones recommended that Planning work with the developers on where parking restriction and signage will be when building.

Chairman Shafer recommended that future 32 ft. wide streets have striping put in by the developers.

ITEM 10. ADJOURNMENT

Motion: Councilman Jones moved to adjourn the meeting, seconded by Chairman Shafer. The Parking and Safety Committee Meeting adjourned at 7:41 p.m.

Kent Shafer, Chairman

Elaine McCloskey, Clerk

CITY OF DELAWARE
PARKING & SAFETY PRE-MEETING
AGENDA

DELAWARE POLICE DEPARTMENT
VIRTUAL TEAMS MEETING
1:00 P.M.

PRE - MEETING

June 16, 2020

The Parking and Safety Pre-Meeting Virtual meeting was attended by Chief Pijanowski, Police Chief, Chief Donahue, Fire Chief, Jessica Ormeroid, Project Engineer, Matt Weber, Deputy Engineer, Bill Ferrigno, Public Works Director/City Engineer, Karin Eldridge, Administrative Assistant, Captain Rob Penrod, and Elaine McCloskey, City Council Clerk

1. MINUTES REVIEW

A. Pre-Meeting Minutes for January 22, 2020

2. DISCUSSION

A. The discussion to change the direction of traffic in the alleyway behind 297 Pennsylvania Avenue. Also, visibility issues addressed when pulling out of driveway due to utility poles.

Staff reviewed the complaint and photos of the area. Staff voiced concerns that changes to direction of traffic would cause more issues for the high school students who use this alley frequently. The concern of the utility pole is not an issue that can be moved and staff did recommend that bushes next to the pole be removed or trimmed to improve visibility. Staff to respond to Ms. Hall's concerns and does not recommend this item be on an agenda.

B. The discussion of the installation of handicap parking signage at 26A Cheshire Street.

Staff reviewed the concern received from Mr. Chuck Smith requesting a handicap parking spot for a tenant. Staff reviewed photographs of the area and determined that there is a parking lot available for tenants to use and recommend that a handicap parking space be provided in the lot rather than on the City street. Staff to follow up with Mr. Smith's concern and does not recommend this item to be on the agenda.

C. The discussion of the installation of a multiple way stop sign at the intersection of Brittany Drive and Ashburn Drive.

Staff reviewed the request by Mr. Roger Adkins. Speeds were reviewed and found to not be an issue with the 85% speeds ranging at 27-29 mph. Traffic volumes were also low and there are no records of vehicle accidents. This area would not meet the criteria for a stop sign/traffic calming measures. Staff has followed up with the resident on the concern and this item will not be on the agenda.

D. The discussion of the installation of speed limit signage at the area of 1041 West Central Avenue.

Staff reviewed the original concern and reviewed traffic speeds and photos of the area to determine site distance issues. Staff has reached out to the Parks Department regarding trimming and was notified that the area is on schedule to be trimmed, but that the work was not completed yet. Regarding the speed concerns the data showed that the 85% speeds were between 39-40 mph which is within the allowable threshold. Staff to monitor the area and this item is not recommended to be on the agenda.

E. The discussion of the installation of a crosswalk at the intersection of Columbus Avenue and West William Street.

Staff reviewed the original request and reviewed the location of the request. Staff discussed that pedestrians are allowed to cross at W. William St at Columbus Avenue, but due to the proximity of the railroad track this could pose a safety concern for vehicles and pedestrians. A striped crosswalk with pedestrian signage would give pedestrians a false sense of security. Staff recommends a striped crosswalk closer to the Blue Limestone Park entrance at King Avenue as this intersection provided adequate sight distance for both eastbound and westbound traffic. Staff would also recommend that this crosswalk include the installation of Rectangular Rapid Flashing Beacons due to the high traffic volumes and ADA accessible curb ramps. The City Council Clerk has forwarded staff recommendations on to Councilwoman Keller as staff does not have contact information to follow up. This item will not be on the agenda.

F. The discussion of speed calming options on Richards Circle.

Staff reviewed the complaint and recommends that this item be reviewed once school is back in session as current 85% speeds while school was out were at 20 mph. This item will not be on the agenda.

G. The discussion of speed calming options on Lehner Woods Blvd.

Staff reviewed the concerns and previous 85% speeds were at 30-31mph.

Staff recommends installing temporary speed feedback signs for 30 days to compare data. Staff plans to collect data before, during and after the signs are in place and will follow-up with the recommendations at the next Parking and Safety meeting. Letters to property owners where the signs will be placed were sent out to notify them of the pilot program.

H. The discussion of speed calming options on Eagle Walk Road.

Staff reviewed the request and data collected. The information received showed that the 85% was 28 mph. Staff also reviewed the accident history and determined that the crashes were more related to distracted driving. Police plan to increase patrol to the area for reinforcement. Staff will follow up with the findings with Mr. Melean. This item will not be on the agenda.

I. The discussion of the installation of no parking signage on Potter Street at East William Street, on the west side of the property.

Staff reviewed the concern that was received by Officer Rodney James to determine where the original complaint was received. Staff discussed that the vehicles from Delaware Automotive have been there for many years with no issues or complaints received in the past. It was discussed that during construction on E. William Street workers may have wanted to park in the location. The location of the concern is in the easement of CSX. Staff recommends that a formal complaint be provided by CSX before placing signage. This item will not be on the agenda at this time.

J. The discussion of a request for an RR Quiet Zone.

Staff reviewed the concern for a 'Quiet Zone' along the rail lines through Delaware. Staff discussed concerns with increase trend of driver and pedestrian distraction and the proximity of the crossings to schools and residential areas. The location of crossing near Pennsylvania Avenue is close to both the middle and high school and staff finds that the warning horns provide valuable audible warning to students, other pedestrians and motorist. Staff does not recommend the implementation of Quiet Zones. Staff to follow up with the resident and this item will not be on the agenda.

K. The discussion of street parking on White Elm Drive and Glemsbury Drive.

Staff plans to install a "No Parking Here to Corner" signage per the Codified Ordinance 351.03 at there intersection. Staff to notify Ms. Emerick of the action that will be taken. This item will not be on the agenda.

L. The discussion of speed limit changes on West William Street at Acme Road and lack of pedestrian facilities.

Staff reviewed the concern received and evaluated the speed and accident data that was collected for this area. Data showed that the average speed was 45 mph and that the 84% was at 49mph. Staff discussed the increase of traffic to the area with continued population growth and development. Staff plans for a traffic signal to be placed at Carson Farms Blvd./US 36/Valleyside Drive. This signal could have an impact to the speeds in this area along US 36 and allow for more gaps in traffic to allow for left turning vehicles onto Acme Rd. Staff recommends monitoring US-36 from Applegate Ln to the western corporation limits in regards to speed, traffic volumes, and accident history and reevaluate with the installation of the traffic signal. Staff recommends this be on a future agenda if necessary and will contact the resident.

3. **OLD BUSINESS**

A. Follow-Up: No Parking from Here to Corner at the location of White Elm Drive and Marblewood Drive.

Staff had previously paced the “No Parking from Here to Corner” signage and has not received any concerns or reported issues.

4. **NEW BUSINESS**

Staff recommends at the August Parking and Safety meeting to have a report on the results from the Dynamic Speed Feedback Signs and an updated list of safety project.

5. **ADJOURNMENT**

CITY OF DELAWARE
PARKING & SAFETY PRE-MEETING
AGENDA

DELAWARE POLICE DEPARTMENT
VIRTUAL TEAMS MEETING
10:00 A.M.

PRE - MEETING

July 16, 2020

The Parking and Safety Pre-Meeting Virtual meeting was attended by Jessica Ormeroid, Project Engineer, Matt Weber, Deputy Engineer, Bill Ferrigno, Public Works Director/City Engineer, Karin Eldridge, Administrative Assistant, Captain Rob Penrod, and Elaine McCloskey, City Council Clerk

1. MINUTES REVIEW

A. Pre-Meeting Minutes for June 16, 2020

2. DISCUSSION

- A. The discussion of the installation of a crosswalk from Chatham Lane at Central Avenue to access the sidewalk at Lexington Blvd., as well as the lack of pedestrian facilities.

Staff reviewed the location of the potential crosswalk and discussed concerns of 85th percentile speeds of 40 mph and sight distance concerns for the eastbound approach. Staff to assess and perform a study to determine where a safe crossing can be provided in this area. Staff will reply to Ms. Hickman that engineering will study and provide further evaluation. This item is not on the agenda at this time.

- B. The discussion of the installation of no parking signage around the curve at David Street and Ross Street.

Staff reviewed the request and discussed that they are able to post statutory No Parking Signage 20' from crosswalk on both sides of street, not in front of driveway and 10' from a hydrant. Pedestrian crossing warning signage has been replaced and crosswalk has been restriped. Staff to notify residents affected by the statutory parking signage and if the issue is not improved then can reevaluate for additional parking restrictions. This item will not be on the agenda.

- C. The discussion of speeding on Rock Creek Drive.

Staff reviewed data collected from the area. The 85% speed was at 28.5 mph taken at 144 Rock Creek Drive. The ADT was 689 which was down from 989 in 2018. Accident history of the area was reviewed and no issues related to speed found. Staff recommends to continue to monitor the area for when school is back in session and ADT is back to normal. This item will not be on the agenda at this time.

- D. The discussion of installation of no parking signage on the west side of South Washington Street, from West Harrison Street to the alley.

Staff reviewed the request for no parking signage. Staff recommends that this item be on the agenda for consideration by the Committee. Staff to notify Jason Sherman, Delaware City Schools due to issue of parents parking on sidewalk during hours for pick up and notify residents along South Washington Street and southwest and southeast corner properties at S. Washington Street and West Harrison Street.

- E. The discussion of the extension of the No Parking restrictions adjacent to Smith Elementary School, along the north side of Mason Avenue further west to include additional property acquired by the district; (30 Mason Avenue and the district-owned lot immediately west of 30 Mason Avenue).

Staff discussed that Delaware City Schools purchased additional properties west up to 30 Mason Avenue and that the request of parking restriction to the west property line of 30 Mason Avenue on the north side. Staff recommends that this item be on the agenda for consideration and notify Jason Sherman at Delaware City Schools and residents on Mason Avenue from North Liberty Street to 30 Mason Avenue.

- F. The discussion of speeding on Stilson Street

Staff reviewed the data collected from the area. 85% speed is at 22.3 mph, ADT is at 122. Staff determined that the road width is narrow and parking is permitted on both sides, but appears residents park their vehicles in gravel areas along street. There were no accidents reported. This item will not be on the agenda and City Clerk to inform Mr. Skaggs that police will monitor area. The Clerk spoke with Mr. Skaggs on July 23, 2020 and he states that the speeding occurs closer to 5:00 p.m. til 6:30 p.m. during pick up hours at the daycare center close by. He was made aware

of the upcoming meeting and declined to participate at this time.

- G. The discussion of parking and speeding concerns on Crick Stone Drive, Eagle Walk Road, and other roads in the Glenross Subdivision.

Staff reviewed data collected on Eagle Walk Road which showed that the 85% speed was 28 mph and ADT at 537. Staff reviewed the road width and that parking is permitted on both sides. Two accidents occurred in 2020 to parked cars but do not appear to be related to speeding. Data from Crick Stone Drive showed that the 85% was at 25.9 mph and ADT was 142. Parking also is permitted on both sides. One accident in the area showed that a car hit a sign post from being left in gear and rolled out of driveway. Based on the data staff does not recommend that this item be on the agenda and will notify resident of the data collected.

3. **OLD BUSINESS**

Staff to include on the agenda:

- 1) Speed Feedback Signs Update
- 2) Safety Projects Update

4. **NEW BUSINESS**

On July 17, 2020 Jessica Ormeroid provided an email to staff regarding intersection control at King Avenue and John Street. After reviewing the proposal of making John Street the stop controlled movement and King Avenue the uncontrolled through movement staff believes that this is a solution for the short term condition of John street being closed and the long term condition of the steep grades while traveling north on King Avenue. Staff recommends that this item be added to the agenda.

5. **ADJOURNMENT**



PARKING AND SAFETY FACT SHEET

AGENDA ITEM NO: 4

DATE: 08/17/2020

DISCUSSION AND/OR CONSIDERATION:

DISCUSSION OF INSTALLATION OF NO PARKING SIGNAGE ON THE WEST SIDE OF SOUTH WASHINGTON STREET, FROM WEST HARRISON STREET TO THE ALLEY.

BACKGROUND:

Resident requested that parking be restricted on the west side of S. Washington Street from W. Harrison Street to the Alley due to:

- 1) S. Washington Street is not wide enough for parking on both sides and to adequately allow for northbound/southbound traffic, especially Fire/EMS vehicles;
- 2) Cars are currently parking on the sidewalk along the east side of the of property located at 93 W. Harrison Street since the street is not wide enough blocking pedestrians from using the sidewalk, in particular the school aged children walking to/from Woodward Elementary School, and;
- 3) Vehicles may cause damage to the sidewalk when they park on it.

STAFF RECOMMENDATION:

Extend "No Parking Anytime" zone on the west side of S. Washington Street from W. Harrison Street to the Alley.

ATTACHMENT(S)

Exhibit



July 31, 2020

Resident
83 E. Harrison Street
Delaware, Ohio 43015

Dear Resident:

*****Please note corrected email address highlighted below in paragraph 2*****

The Parking and Safety Committee has received a request to consider the installation of “No Parking” signage on the west side of South Washington Street, from West Harrison Street to London Road. Due to the width of the road, this parking restriction will accommodate safer travel for all traffic, most notably emergency vehicles. Currently, vehicles have been parking on the sidewalk, due to the narrow width of South Washington Street, which blocks pedestrian access.

You are invited to attend this meeting to express your views or present any questions regarding this request. The Virtual Meeting will be held Monday, August 17, 2020 at 6:00 p.m. in City Council Chambers, City Hall, 1 South Sandusky Street, Delaware, Ohio. If you would like to participate with the virtual meeting, please email Elaine McCloskey at emccloskey@delawareohio.net or call her at 740-203-1013 and she will provide a link and instructions so you can provide comments. If you are not able to participate at the virtual meeting, you are welcome to send an email to [rpenrod @delawareohio.net](mailto:rpenrod@delawareohio.net) with your comments.

Sincerely,

Robert C. Penrod, Support Captain
Delaware Police Department

LETTERS SENT TO THE FOLLOWING ADDRESSES:

93 AND 83 EAST HARRISON ST

231, 237, 240, 241, AND 245 SOUTH WASHINGTON ST



Woodward
Elementary
School

S LIBERTY ST

S WASHINGTON ST

W HARRISON ST

LONDON RD

99 93

83 77

230

231

237

241

240

245

Ex. Statutory "No Parking
Here to Corner" Zone

Prop. "No Parking
Anytime" Zone

From: [Jessica Ormeroid](#)
To: [Jason Sherman \(shermaja@delawarecityschools.net\)](mailto:shermaja@delawarecityschools.net)
Cc: [Matt Weber](#); [Elaine McCloskey](#); [Karin Eldredge](#); [Julie Elke](#); [Robert Penrod](#)
Subject: FW: S. Washington St, westside, south of W Harrison St to Alley No Parking Request
Date: Thursday, July 16, 2020 2:32:51 PM
Attachments: [image001.png](#)

Jason,

In addition to Mason Ave, at the next Parking & Safety meeting scheduled for 8/17/20, we will also be discussing potential parking restrictions on the west side of S. Washington St south of W. Harrison St in response to a complaint/request we received (see details in email below). We just wanted to make you aware since this location is in the vicinity of Woodward Elementary School and in case you wanted to provide any feedback and/or participate in the meeting regarding this topic. Again, as Matt mentioned in his earlier email, instructions regarding how to participate in the meeting will be in a letter forthcoming and will also be included on the digital agenda once it is posted.

Should you have any questions, comments and/or concerns in the meantime, please let us know.

Thanks,

Jessica A. Ormeroid, PE, PTOE
Project Engineer
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: Friday, June 26, 2020 9:16 AM
To: Julie Elke <JElke@delawareohio.net>
Cc: Bill Ferrigno <bferrigno@delawareohio.net>; Matt Weber <mweber@delawareohio.net>; Karin Eldredge <Keldredge@delawareohio.net>; Bruce Pijanowski <bpijanowski@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; John Donahue <jdonahue@delawareohio.net>; Elaine McCloskey <EMcCloskey@delawareohio.net>
Subject: S. Washington St, westside, south of W Harrison St to Alley No Parking Request

Julie,

I received a call from Mary Eme (614-633-5694) whom resides at the 93 W. Harrison St located at the southwest corner of W. Harrison St & S. Washington St. She is requesting that parking be prohibited along the west side of S. Washington St from W. Harrison St to the alley for the following reasons:

1. S. Washington St is not wide enough for parking on both sides and to adequately allow for northbound/southbound traffic, especially Fire/EMS vehicles.
2. Cars are parking on the sidewalk along the east side of her property due to the roadway not being wide enough. This blocks pedestrian access from using the sidewalk, in particular the school age children walking to/from Woodward Elementary School.
3. Cars are damaging the sidewalk when they park on it.

Please place this item on the next P&S pre-meeting agenda for discussion.

Thanks,

*Jessica A. Ormeroid, PE, PTOE
Project Engineer
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*

Access Delaware
Let's get there together



PARKING AND SAFETY FACT SHEET

AGENDA ITEM NO: 5

DATE: 08/17/2020

DISCUSSION AND/OR CONSIDERATION:

DISCUSSION AND RECOMMENDATION OF THE EXTENSION OF THE NO PARKING RESTRICTIONS ADJACENT TO SMITH ELEMENTARY SCHOOL, ALONG THE NORTH SIDE OF MASON AVENUE FURTHER WEST TO INCLUDE ADDITIONAL PROPERTY ACQUIRED BY THE DISTRICT; (30 MASON AVENUE AND THE DISTRICT-OWNED LOTS IMMEDIATELY WEST OF 30 MASON AVENUE).

BACKGROUND:

Delaware City Schools recently purchased additional properties on the north side of Mason Ave west of the existing playground for Smith Elementary School. The plan for the additional property is to expand their playground. The existing “No Standing, Stopping or Parking” zone on the north side of Mason Avenue is from N. Liberty Street to the western edge of the existing playground. Delaware City Schools is requesting to extend the “No Standing, Stopping or Parking” zone on the north side of Mason Avenue further west to encompass the additional property the district acquired.

STAFF RECOMMENDATION:

Extend “No Standing, Stopping or Parking” zone to the eastern most property line of 66 Mason Avenue to encompass the Delaware City Schools recently acquired property west of 30 Mason Avenue.

ATTACHMENT(S)

Exhibit

Public Comments



July 31, 2020

Resident
Mason Avenue
Delaware, Ohio 43015

Dear Resident:

*****Please note corrected email address highlighted below in paragraph 2*****

The Parking and Safety Committee has received a request to consider the installation of “No Parking” signage on the north side of Mason Avenue, adjacent to Smith Elementary School. Due to future plans for a playground expansion, on street parking at this location would create a safety hazard.

You are invited to attend this meeting to express your views or present any questions regarding this request. The Virtual Meeting will be held Monday, August 17, 2020 at 6:00 p.m. in City Council Chambers, City Hall, 1 South Sandusky Street, Delaware, Ohio. If you would like to participate with the virtual meeting, please email Elaine McCloskey at emccloskey@delawareohio.net or call her at 740-203-1013 and she will provide a link and instructions so you can provide comments. If you are not able to participate at the virtual meeting, you are welcome to send an email to rpenrod@delawareohio.net with your comments.

Sincerely,

Robert C. Penrod, Support Captain
Delaware Police Department

LETTERS SENT TO THE FOLLOWING ADDRESSES ON MASON AVE:

11, 15, 25, 29, 30, 35, 43, 49, 55, 61, 66, 67, 74, 75, 81, 84, 87, 93, AND 94



Ex. "No Standing, Stopping or Parking" Zone

Prop. "No Standing, Stopping or Parking Zone" Extension

From: [Matt Weber](#)
To: [Jason Sherman](#)
Cc: [Jessica Ormeroid](#); [Elaine McCloskey](#); [Karin Eldredge](#); [Julie Elke](#); [Robert Penrod](#)
Subject: RE: Mason Avenue
Date: Thursday, July 16, 2020 11:04:13 AM

Jason,

The next meeting date will be 8/17/2020 at 6pm and the meeting will be virtual. This item will be on the agenda and staff will be recommending approval. Instructions regarding how to participate in the meeting will be in a letter forthcoming and these instructions will also be on the digital agenda once it is posted.

Sincerely,

Matthew B. Weber, P.E.
Deputy City Engineer
City of Delaware, Ohio
Public Works Department - Division of Traffic & Engineering Services
440 East William Street
Ph: 740-203-1721

From: Jason Sherman <shermaja@delawarecityschools.net>
Sent: Friday, June 26, 2020 4:05 PM
To: Matt Weber <mweber@delawareohio.net>
Subject: Mason Avenue

Caution! This message was sent from outside your organization.

Matt,

For the next traffic and safety committee meeting, I would like for the group to consider extending the "No Parking" restriction adjacent to Smith Elementary School along the north side of Mason Avenue further west to encompass the additional property the district acquired this year (30 Mason Avenue and the district-owned lot immediately west of 30 Mason Avenue.)

We are planning playground expansion in this area of our property in 2021. It would not be part of our plans, nor would it be appropriate from a safety standpoint, to permit on-street parking in this area.

Let me know if you need any more details. Thanks for all your help, as always.

--

Jason Sherman
Director of Facilities and Transportation
Delaware City Schools
74 W. William St.

From: [Elaine McCloskey](#)
To: [Bill Ferrigno](#); [Jessica Ormeroid](#); [Bruce Pijanowski](#); [John Donahue](#); [Robert Penrod](#)
Subject: PUBLIC COMMENT RECEIVED: Mason Ave
Date: Wednesday, August 5, 2020 12:50:00 PM

Patricia Gass at 81 Mason Avenue called to request that her comment be shared as she is not able to attend the meeting. She received the letter that was sent out informing her of the request of the extension of the No Parking Restrictions and that she is opposed to parking on the north side of Mason Avenue.

Thank you,

Elaine McCloskey
City Council Clerk
City of Delaware
1 S. Sandusky St.
Delaware, Ohio 43015
740-203-1013 office
740-203-1024 fax
www.delawareohio.net



PARKING AND SAFETY FACT SHEET

AGENDA ITEM NO: 6

DATE: 08/17/2020

DISCUSSION AND/OR CONSIDERATION:

DISCUSSION AND RECOMMENATION OF THE INTERSECTION CONTROL AT KING AVENUE AND JOHN STREET.

BACKGROUND:

Currently at the intersection of John Street and King Avenue, John Street and Blue Limestone Park Access is the through movement, while King Avenue is required to stop. With John Street being closed until the bridge over Delaware Run is replaced, King Avenue has been converted from one-way northbound traffic only to two-way northbound/southbound traffic. With this condition, a resident has voiced concerns of near collisions between cars exiting the park turning left onto John Street and those traveling northbound on King Avenue, given that majority of vehicles on King Avenue ignore the stop sign and do not stop continuing through the intersection. The resident recommended changing John Street to the stop condition and King Avenue to the through movement and possibly requiring those exiting Blue Limestone to also stop. The resident also mentions that the two-way traffic on King Avenue appears to work better and should be considered as permanent change, although it would require parking to be prohibited on both sides due to the narrow width.

STAFF RECOMMENDATION:

At the intersection of John Street and King Avenue intersection, convert John Street to the stop condition and King Avenue and the Blue Limestone Park Access to the through movement. This will result in a short-term solution given that John Street is closed and a long-term solution due to the steep grade as you travel north on King Avenue, especially during winter months when snow/ice is possible. It is also recommended that a 25 mph speed limit sign be installed for northbound traffic on King Avenue between W. William Street and John Street along with a "Cross Traffic Does Not Stop" placard below the stop sign on John Street. Two-way northbound/southbound traffic on King Avenue should remain as a temporary condition until John Street is reopened, at which time this can be revisited, if there is a need for it to remain.

ATTACHMENT(S)

Exhibit



REMOVE EX. STOP SIGN &
STOP BAR

KING AVE

JOHN ST

W WILLIAM ST

ELIZABETH ST

From: [Jessica Ormeroid](#)
To: [Matt Weber](#); [Bruce Pijanowski](#); [Robert Penrod](#); [John Donahue](#); [Bill Ferrigno](#); [Stacy Davenport](#); [Ted Miller](#)
Cc: [Julie Elke](#); [Elaine McCloskey](#); [Karin Eldredge](#)
Subject: FW: King Ave / John St intersection
Date: Friday, July 17, 2020 9:06:55 AM
Attachments: [image001.png](#)
Importance: High

All,

We received the email below regarding the intersection control at King Ave & John St. After reviewing this proposal of making John St the stop controlled movement and King Ave the uncontrolled through movement, both Bill & I think this is a viable solution for the short term condition (John St being closed) and long term solution due to the steep grade as you travel north on King Ave (especially during the winter months due to snow/ice).

Please let us know your thoughts. If everyone is in concurrence regarding this proposal, we would like to add this to the Parking & Safety meeting agenda on 8/17/20 for consideration, which would require us getting letters sent out to the affected residents to invite them to the meeting for public comment.

Ted/Stacy: I have included you on this email given that it affects access to Blue Limestone Park. Please let us know if you have any concerns regarding this proposal.

Thanks,

Jessica A. Ormeroid, PE, PTOE
Project Engineer
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

Access  **Delaware**
Let's get there together

From: Joe Bianchi <aero1998@live.com>
Sent: Thursday, July 16, 2020 4:01 PM
To: pwcs <pwcs@delawareohio.net>
Subject: King Ave / John St intersection

Caution! This message was sent from outside your organization.

Since the closure of the bridge on John St and the necessity of making King Ave a two way street I have noticed on several occasions near collisions between cars exiting Blue Limestone and cars turning from John St. There is no stop sign for cars exiting the park or on John St. and it is difficult for cars turning off John St to see cars exiting the park. The stop sign at the bottom of King Ave is ineffective and at least 75% of cars don't stop for it and half of those don't even slow down, including police cruisers sometimes. Having King Ave back to a two way street seems to be better than it is as a one way, although it would be necessary to prohibit parking on both sides of the street. There aren't many instances of cars parked on King. I think a good solution would be to remove the stop sign at the bottom of King Ave and place one at the end of John St and maybe one for those exiting Blue Limestone. I would like to throw that out there for consideration. Thanks, Joe Bianchi, 3 King Ave. 740 8160550.



PARKING AND SAFETY FACT SHEET

AGENDA ITEM NO: 7

DATE: 08/17/2020

DISCUSSION AND/OR CONSIDERATION:

UPDATE ON SPEED FEEDBACK SIGNS.

BACKGROUND:

In attempt to slow motorist speed, Speed Feedback signs were approved to be installed as a pilot program on Cobblestone Drive, Carson Farms Boulevard, Executive Boulevard and West Hull Drive. These signs were permanently installed and have been in operation for approximately 3.5 months. In addition to speed feedback signs, the installation of pavement markings (center line and edge line markings) on Cobblestone Drive, Carson Farms Boulevard and Executive Boulevard were also approved as a traffic calming measure. Staff recommended that the speed feedback signs be installed for a period of time before other measures were implemented in order to gauge their effectiveness and to determine if additional traffic calming measures are deemed necessary.

STAFF RECOMMENDATION:

Based on the results of the data collected over the past 3.5 months, the 85th percentile speeds for all the streets has reduced on average by 3 mph. The 85th percentile speeds have also been collected at other locations along street to determine the effectiveness of the speed feedback signs along the entire length of the roadway. Staff recommends that the speeds on each street continue to be monitored and data collected for an additional 3 months to gauge the effectiveness of the speed feedback signs before other traffic calming measures are considered and/or implemented.

ATTACHMENT(S)

Exhibit

Cobblestone Dr



Date(s)	ADT	85th % Speed (mph)	Avg. Speed (mph)	Notes
10/10/2018	1654	31	28.3	Before DSFS Installed
1/15/2019	1765	32	29.2	Before DSFS Installed
5/22/2019	2118	32	28.3	Before DSFS Installed
9/25/2019	2184	34		Before DSFS Installed
4/13/2020	1046	31		Before DSFS Installed
4/29/20-5/5/20	1505	29	24	After DSFS Installed
5/7/20-5/14/20	1521	28.5	23	After DSFS Installed
5/15/20-5/21/20	1685	28.5	22.5	After DSFS Installed
5/22/20-5/28/20	1810	28.5	22.5	After DSFS Installed
5/29/20-6/4/20	1693	28.5	23	After DSFS Installed
6/5/20-6/11/20	1871	28.5	23	After DSFS Installed
6/12/20-6/18/20	1884	28.5	23	After DSFS Installed
6/19/20-6/25/20	1871	28.5	23	After DSFS Installed
6/26/20-7/2/20	1865	29	23	After DSFS Installed
7/3/20-7/9/20	1743	29	23	After DSFS Installed
7/10/20-7/16/20	1886	28.5	22.5	After DSFS Installed

Carson Farms Blvd



Date(s)	ADT	85th % Speed (mph)	Avg. Speed (mph)	Notes
2/20/2018	1875	31	28.3	Before DSFS Installed
12/3/2018	1881	32	29	Before DSFS Installed
9/30/2019	1996	33		Before DSFS Installed
4/15/2020	1183	30		Before DSFS Installed
4/30/20-5/5/20	1233	30	26.5	After DSFS Installed
5/7/20-5/14/20	1284	30.5	26.5	After DSFS Installed
5/15/20-5/21/20	1361	30	26.5	After DSFS Installed
5/22/20-5/28/20	1483	30	26.5	After DSFS Installed
5/29/20-6/4/20	1438	30	26	After DSFS Installed- Moved NB sign
6/5/20-6/11/20	1516	30	25	After DSFS Installed
6/12/20-6/18/20	1449	29.5	25	After DSFS Installed
6/19/20-6/25/20	1488	29.5	25	After DSFS Installed
6/26/20-7/2/20	1398	29.5	25.5	After DSFS Installed
7/3/20-7/9/20	1225	29.5	25.5	After DSFS Installed
7/10/20-7/16/20	1146	29.5	25.5	After DSFS Installed

Executive Blvd



Date(s)	ADT	85th % Speed (mph)	Avg. Speed (mph)	Notes
3/14/2018	1113	32	29.2	Before DSFS Installed
6/14/2018	1130	34	29.8	Before DSFS Installed
1/8/2019	1318	31	27.4	Before DSFS Installed
4/15/2020	544	31		Before DSFS Installed
4/29/20-5/5/20	1016	29	23	After DSFS Installed
5/7/20-5/14/20	1137	29	23.5	After DSFS Installed
5/15/20-5/21/20	1069	29	23	After DSFS Installed
5/22/20-5/28/20	1250	28.5	23	After DSFS Installed
5/29/20-6/4/20	1123	29	23	After DSFS Installed
6/5/20-6/11/20	1269	29	24	After DSFS Installed
6/12/20-6/18/20	1231	29	23.5	After DSFS Installed
6/19/20-6/25/20	1270	29	24	After DSFS Installed
6/26/20-7/2/20	1331	29	23.5	After DSFS Installed
7/3/20-7/9/20	1208	29	24	After DSFS Installed
7/10/20-7/16/20	1309	29	23.5	After DSFS Installed

W. Hull Dr



Date(s)	ADT	85th % Speed (mph)	Avg. Speed (mph)	Notes
2/4/2019	2516	29	26.2	Before Striping Installed
5/9/2019	2859	30	26.7	Before Striping Installed
5/31/2019	2266	28	25.4	Before Striping Installed
6/27/2019	2318	31	27.5	Before Striping Installed
7/10/2019	2057	31	28	Before Striping Installed
8/14/2019	2024	30	27.7	Before Striping Installed
8/21/2019	2842	31	27.6	After Striping installed
9/6/2019	2900	33	29.8	After Striping installed
10/1/2019	3178	33	29.5	After Striping installed
4/20/2020	1667	30		After Striping installed
4/29/20-5/5/20	2265	29	25	After Striping & DSFS Installed
5/7/20-5/14/20	2441	29	25	After DSFS Installed
5/15/20-5/21/20*	2226	28	25	After DSFS Installed: *EB data missing 5/19 after 5:41 PM and WB data missing 5/21 after Batteries recharged on 5/26 & reinstalled
5/27/20-5/28/20	2652	27.5	24.5	5/27, Only 2-days worth of data
5/29/20-6/4/20	2948	27.5	24	After DSFS Installed
6/5/20-6/11/20	3036	27.5	24.5	After DSFS Installed
6/12/20-6/18/20	3049	27.5	24	After DSFS Installed
6/19/20-6/25/20	3171	28	24.5	After DSFS Installed
6/26/20-7/2/20	3242	28.5	24.5	After DSFS Installed
7/3/20-7/9/20	3153	28.5	24.5	After DSFS Installed
7/10/20-7/16/20	3113	28	24.5	After DSFS Installed



PARKING AND SAFETY FACT SHEET

AGENDA ITEM NO: 8

DATE: 08/17/2020

DISCUSSION AND/OR CONSIDERATION:

UPDATE ON SAFETY PROJECTS.

BACKGROUND:

With the increase of the population and traffic within the City of Delaware, significant improvements to the highway infrastructure to enhance safety for the traveling public has been identified as a high priority initiative throughout the City. Funding for this initiative was established with the approval of the \$5 Permissive License Fee increase enacted by the City in early 2020. The funding is to be dedicated toward completing safety improvements that enhance vehicular and pedestrian safety and mitigate traffic calming issues. In addition to the Local funds allocated to this program, Grant funds through ODOT Safety and MORPC are also sought out when applicable.

STAFF RECOMMENDATION:

See list of planned safety projects by year with identified funding source.

ATTACHMENT(S)

Safety Project List



TRAFFIC IMPROVEMENTS & SAFETY PROJECTS

2020

- S. Houk Rd/Cobblestone Dr: Pedestrian Crossing RRFB and sight distance improvements (Developer Contribution Fund) *Note that sight distance improvements are being designed in 2020. (Tree removal in 2020 as required)*
- S. Houk Rd/Boulder Dr: Pedestrian Crossing RRFB (Developer Contribution)
- Hills Miller Rd/Bruce Rd: Pedestrian Crossing RRFB (Developer Contribution)
- S. Sandusky St/Bernard Ave/Springfield Branch Trail: Pedestrian Crossing RRFB (Local)
- N. Union St/Hayes Building Mid-block Crosswalk: Pedestrian Crossing RRFB (Local)
- S. Sandusky St & Belle Ave: Signal head replacements (add backplates EB approach) (Local)
- William St & Sandusky St: Signal head replacements (add backplates EB/WB approaches)(Local)
- Central Ave & Sandusky St: Signal head replacements (add backplates all approaches) (Local)

2021

- London Rd/Liberty Rd: Signal head (add backplates EB/WB approaches), wiring & vehicle detection replacement (Local)
- E Central Pedestrian Crossing: Pedestrian activated warning system/RRFB (Local)
- S. Houk Rd/Cobblestone Dr: Sight distance improvements (Grading as required) (Developer Contribution Fund)
- S. Houk Rd/Diverston Way: Sight distance improvements (Grading as required) (Developer Contribution)
- E. Central Ave/S. Washington St: Pedestrian Crossing RRFB (Citywide Signals Upgrade Phase 1 Project/MORPC)
- S. Sandusky St/OWU Pedestrian Crosswalk: Curb bump-outs to shorten crosswalk width, replacement of entire signal with mast arm configuration & add lighting (Citywide Signals Upgrade Phase 1 Project/MORPC)
- Liberty Rd New Guardrail Installation at four (4) locations (Local)
- US 36 & Carson Farms/Valleyside Traffic Signal (Local)

2022

- US-23 & Hull Dr: Access modifications to restrict movements to right-in/right-out/left-in (ODOT Safety 100%)
- Springfield Branch Trail at Liberty St Pedestrian Crossing RRFB (Local)

- Springfield Branch Trail at S. Henry St Pedestrian Crossing RRFB (Local)
- N. Liberty St at W. Winter St Pedestrian Crossing RRFB (Local)
- W. William St New Guardrail Installation four (4) locations (Local)
- Traffic Calming Improvements as deemed necessary (Local)

2023

- W. Central Ave/Elizabeth St: Signal head & wiring replacement (add backplates all approaches) (Local)
- US-42 New Guardrail Install near London Rd/Airport (Local)
- Traffic Calming Improvements as deemed necessary (Local)

2024

- Troy Rd/Pennsylvania Ave: Signal head, wiring & vehicle detection replacement (Local)
- Pennsylvania Ave/Euclid Ave Pedestrian Crossing RRFB (Local)
- Traffic Calming Improvements as deemed necessary (Local)

2025

- W. William St/Franklin St: Signal head replacements (add backplates EB/WB approaches) (Local)
- William St/Union St: Signal Head replacement (add backplates all approaches) (Local)
- Traffic Calming Improvements as deemed necessary (Local)
- Peachblow Rd New Guardrail Install at Crownover Way (Local)

2026

- Traffic Calming Improvements as deemed necessary (Local)

Other Potential Future Projects that may be Programmed

- W. William St at King Ave Pedestrian Crossing RRFB
- W. Central Pedestrian Crossing at Lexington Blvd (modification to existing traffic signal to add pedestrian signal heads/pushbuttons)
- W. Central Ave at Chatham Ln Pedestrian Crossing RRFB

Note:

- *All locally funded projects are subject to available funding. If funding is reduced, projects will be prioritized.*