

**CITY OF DELAWARE
PARKING AND SAFETY COMMITTEE
CITY HALL
COUNCIL CHAMBERS
6:00 P.M.**

AGENDA

JUNE 21, 2021

1. ROLL CALL
2. APPROVAL of the Motion Summary for the Parking and Safety Committee meeting held February 15, 2021, as recorded and transcribed.
3. PUBLIC COMMENTS
4. DISCUSSION and RECOMMENDATION on Handicap Parking Space Request at 154-158 North Sandusky Street
5. DISCUSSION and RECOMMENDATION on Downtown Carryout Parking
6. UPDATE on Residential Speed Program
7. DISCUSSION of Low Speed and Under Speed Vehicles
8. STAFF COMMENTS
9. COMMITTEE COMMENTS
10. ADJOURNMENT

**PARKING AND SAFETY
MOTION SUMMARY
February 15, 2021**

ITEM 1. ROLL CALL

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

Members Present: Councilman Drew Farrell, Vice-Chairwoman Lisa Keller and Chairman Kent Shafer

Staff Present: John Donahue, Fire Chief, Rob Penrod, Captain, Jessica Ormeroid, Project Engineer, Bill Ferrigno, City Engineer and Public Works Director, Bruce Pijanowski, Police Chief

ITEM 3. APPROVAL of the Motion Summary of the Parking and Safety Committee meeting held October 19, 2020, as recorded and transcribed.

Motion: Vice-Chairwoman Kelle moved to approve the Motion Summary of the Parking and Safety Committee meeting held October 19, 2020, seconded by r Councilman Farrell. Motion approved by a 3-0 vote.

ITEM 3. PUBLIC COMMENT

There was no public participation.

ITEM 4. UPDATE on Permanent Dynamic Speed Feedback Signs

Ms. Ormeroid reviewed the speed reductions from the placement of the Dynamic Speed Feedback signs along Cobblestone Drive, Carson Farms Blvd, Executive Blvd, and West Hull Drive. She reviewed the before the 85% speed prior to installation and after. For West Hull Drive there was an increase in speed with the placement of the pavement markings. This speed has reduced with the speed feedback signage. She discussed that the City was awarded safety funding for the Hull Drive and US 23 intersection, which will convert it to a right-in, left-in and right out access only. This change may change traffic patterns and decrease speeds with less traffic.

Ms. Ormeroid discussed that the signs are showing a reduction in speed at the sign location, but this speed fluctuates further away from the sign. Staff recommends taking more data away from the signs to provide a more holistic view and report back.

ITEM 5. DISCUSSION of Memo Regarding Traffic Calming Measures

Chief Pijanowski discussed the proposal by Police and Public Works to have letter to provide communication to residents regarding speeding concerns. The letter provides different options that the community can do to manage speed in the neighborhoods. Mr. Ferrigno discussed that stop signs and speed feedback signs do not always have the impact the residents think that they will have and the letter encourages different options, such as, neighborhood signage and enforcement. Staff will place the information on the website also for easy public access.

ITEM 6. DISCUSSION and RECOMMENDATION regarding the Franklin Street Parking Lot

Staff discussed the request to remove two parking spaces to allow for two businesses to have access to the parking behind their building. Staff reviewed the location of the recommended parking spots to be eliminated.

Motion: Vice-Chairwoman Keller motioned to eliminate two parking spaces to the Franklin Street parking lot per staff recommendations, seconded by Mr. Farrell. Motion approved by a 3-0 vote.

ITEM 7. STAFF COMMENTS

Mr. Ferrigno provided information on the upcoming public presentation regarding to US23 and Hull Drive, as well as providing reports relating to alternative to Merrick Parkway and the potential lowering of the West Central Avenue bridge.

Chief Pijanowski informed the Committee that he is working with staff relating to a report on low speed vehicles.

Ms. Ormeroid provided an update on RFB projects that are currently out to bid and location for placement.

Chief Donahue provided an update relating to the upcoming winter storm.

ITEM 8. COMMITTEE COMMENTS

ITEM 9. ADJOURNMENT

Motion: Vice-Chairwoman Keller moved to adjourn the meeting. The Parking and Safety Committee Meeting adjourned at 6:25 p.m.

Kent Shafer, Chairman

Elaine McCloskey, Clerk

2 A
5/26/2021

-----Original Message-----

From: Karin Eldredge <Keldredge@delawareohio.net> On Behalf Of pwcs
Sent: Thursday, March 25, 2021 10:24 AM

To: Jennifer Withrow-Gruber <jgruber@delawareohio.net>; Bruce Pijanowski
<bpijanowski@delawareohio.net>; Elaine McCloskey <irishmccloskey@yahoo.com>; Jessica
Ormeroid <JOrmeroid@delawareohio.net>; Bill Ferrigno <bferrigno@delawareohio.net>; John
Donahue <jdonahue@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; Robert
Hatcher <rhatcher@delawareohio.net>; Matt Weber <mweber@delawareohio.net>

Subject: FW: handicap parking spot request

Good Morning!

This request came in late yesterday; can we discuss at our next P&S meeting?

Thanks so much,

Karin Eldredge
Administrative Assistant
Public Works and Parks
440 E William Street
Phone: (740) 203-1810
Fax: (740) 203-1899

-----Original Message-----

From: Sherry Clark <thelibertymann@gmail.com>

Sent: Wednesday, March 24, 2021 3:51 PM

To: pwcs <pwcs@delawareohio.net>

Subject: handicap parking spot request

Dear Karen and the Delaware Public Works Department,

First, thank you for all of your tireless efforts for our fair city. It's always such a pleasure to speak with you.

I am the property owner at 154-158 North Sandusky Street. My tenant, Rhonda Shipman (158.5 A North Sandusky Street) has a handicapped privileges, but there are never any handicapped spots available for her use.

There is a handicapped spot just to the north and also to the south of my building, but those are unfortunately always taken for the handicapped residents who reside in those buildings.

Any help you could provide for her would be greatly appreciated.

Please call me at

614.209.2971 or email at

thelibertymann@gmail.com

if you have any questions or need documentation for this request.

Sincerely,

Sherry Clark

Sent from my iPhone

2 F - 1
5/26/2021

From: Bruce Pijanowski <bpijanowski@delawareohio.net>

Sent: Monday, May 24, 2021 10:23 AM

To: Lisa Keller <lkeller@delawareohio.net>; Bill Ferrigno <bferrigno@delawareohio.net>; Elaine McCloskey <EMcCloskey@delawareohio.net>; Jennifer Withrow-Gruber <jgruber@delawareohio.net>; Jessica Ormeroid <JOrmeroid@delawareohio.net>; Matt Weber <mweber@delawareohio.net>; John Donahue <jdonahue@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; Robert Hatcher <rhatcher@delawareohio.net>; Karin Eldredge <Keldredge@delawareohio.net>; Kent Shafer <KShafer@delawareohio.net>

Subject: RE: P&S Staff Meeting Agenda & Packet

I think long term it will be neutral. Initially, the publicity may have an effect, but over time peoples habits and environmental design will cause them to revert to old ways. The effectiveness of enforcement is when we are present and shortly after, which is the same situation we have today.

We have found that there is a benefit to calming speed through engineering, both design and technology. We may have to talk about how to retroactively engineer some traffic calming on our existing, high priority areas. We also are engaging in some educational efforts that are attached to our identified high priority streets and our enforcement. We are hopeful that those efforts have a positive, long term effect as well.

We are certainly seeing some data that verifies speed issues as we currently define them, but there are also many cases where the perception is there but in reality the speed is not. We have encourage neighborhoods to become invested in the issue when the issues don't rise to our level of involvement. Kensington has done so with their Drive 25 campaign, which is a resource we have directed neighborhoods towards. I do like the outside the box approach and hopefully some of the non-economic measures will pay off.

Bruce

Bruce Pijanowski, CLEE

Chief of Police

Delaware Police Department

70 N.Union St., Delaware OH 43015

740-203-1101

From: Lisa Keller <lkeller@delawareohio.net>

Sent: Thursday, May 20, 2021 9:08 AM

To: Bruce Pijanowski <bpijanowski@delawareohio.net>; Bill Ferrigno <bferrigno@delawareohio.net>; Elaine McCloskey <EMcCloskey@delawareohio.net>; Jennifer Withrow-Gruber <jgruber@delawareohio.net>; Jessica Ormeroid <JOrmeroid@delawareohio.net>; Matt Weber <mweber@delawareohio.net>; John Donahue <jdonahue@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; Robert Hatcher <rhatcher@delawareohio.net>; Karin Eldredge <Keldredge@delawareohio.net>; Kent Shafer <KShafer@delawareohio.net>

Subject: Re: P&S Staff Meeting Agenda & Packet

Thank you very much. I appreciate all of staff's efforts on this.

I received a suggestion via Facebook. It is outside of the box thinking. I'd love to get Bruce's thought on this.

"What if we increased speeding fines and didn't allow them to be waiverable on residential streets within the city. Make the offenders foot the bill for the measures rather than the tax payers."

Thanks!

—Lisa

Lisa M. Keller
City of Delaware
Council Member; 2nd Ward
(740) 203-1013
lkeller@delawareohio.net

From: Bruce Pijanowski <bpijanowski@delawareohio.net>

Sent: Thursday, May 20, 2021 8:28 AM

To: Bill Ferrigno <bferrigno@delawareohio.net>; Lisa Keller <lkeller@delawareohio.net>; Elaine McCloskey <EMcCloskey@delawareohio.net>; Jennifer Withrow-Gruber <jgruber@delawareohio.net>; Jessica Ormeroid <JOrmeroid@delawareohio.net>; Matt Weber <mweber@delawareohio.net>; John Donahue <jdonahue@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; Robert Hatcher <rhatcher@delawareohio.net>; Karin Eldredge <Keldredge@delawareohio.net>; Kent Shafer <KShafer@delawareohio.net>

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We have the P&S Staff meeting next Wednesday, with the next P&S Committee meeting on June 21. We will have this on the agenda for next week.

From: Bill Ferrigno <bferrigno@delawareohio.net>

Sent: Thursday, May 20, 2021 7:27 AM

To: Lisa Keller <lkeller@delawareohio.net>; Elaine McCloskey <EMcCloskey@delawareohio.net>; Jennifer Withrow-Gruber <jgruber@delawareohio.net>; Bruce Pijanowski <bpijanowski@delawareohio.net>; Jessica Ormeroid <JOrmeroid@delawareohio.net>; Matt Weber <mweber@delawareohio.net>; John Donahue <jdonahue@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; Robert Hatcher <rhatcher@delawareohio.net>; Karin Eldredge <Keldredge@delawareohio.net>; Kent Shafer <KShafer@delawareohio.net>

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I agree with making an update presentation at P&S. We have solid information regarding the speed feedback sign program that I think would be interesting to share. We can also update on speed bumps and discuss neighborhood sign campaigns that Bruce and I have been discussing a bit.

Elaine – When is the next scheduled P&S meeting? Perhaps it can be an in person meeting?

From: Lisa Keller <lkeller@delawareohio.net>

Sent: Wednesday, May 19, 2021 4:41 PM

To: Bill Ferrigno <bferrigno@delawareohio.net>; Elaine McCloskey <EMcCloskey@delawareohio.net>; Jennifer Withrow-Gruber <jgruber@delawareohio.net>; Bruce Pijanowski <bpijanowski@delawareohio.net>; Jessica Ormeroid <JOrmeroid@delawareohio.net>; Matt Weber <mweber@delawareohio.net>; John Donahue <jdonahue@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; Robert Hatcher <rhatcher@delawareohio.net>; Karin Eldredge <Keldredge@delawareohio.net>; Kent Shafer <KShafer@delawareohio.net>

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Elaine,

I appreciate the update on this. I am requesting a discussion item be placed on the next Parking and Safety agenda to allow residents to receive an update on our residential speeding program and allow them an opportunity to voice concerns. I am receiving an increase in residential speed complaints as typical in the summer and information sharing could go a long way to help residents feel heard.

--Lisa

Lisa M. Keller

City of Delaware

Council Member; 2nd Ward

(740) 203-1013

lkeller@delawareohio.net

From: Bill Ferrigno <bferrigno@delawareohio.net>

Sent: Wednesday, May 19, 2021 4:07 PM

To: Elaine McCloskey <EMcCloskey@delawareohio.net>; Jennifer Withrow-Gruber <jgruber@delawareohio.net>; Bruce Pijanowski <bpijanowski@delawareohio.net>; Jessica Ormeroid <JOrmeroid@delawareohio.net>; Matt Weber <mweber@delawareohio.net>; John Donahue <jdonahue@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; Robert Hatcher <rhatcher@delawareohio.net>; Karin Eldredge <Keldredge@delawareohio.net>

Cc: Lisa Keller <lkeller@delawareohio.net>

Subject: RE: P&S Staff Meeting Agenda & Packet

Elaine –

I can save you time and tell you that the first pilot application is going in on Hawthorn Drive this summer in association with the resurfacing of that street. We will be taking traffic counts/speeds both pre/post installation to help understand what impact these measures have on motorist response. We will also be evaluating whether motorists adhere to signage and pavement markings or cross the centerline to try to straddle the openings designed for emergency vehicles only. This would be concerning and would likely generate complaints by residents regarding motorists circumventing the bumps. We also want to gain resident feedback living near the bumps as to increases in noise levels generally anticipated with the installation of speed bumps. Finally, we need input from our emergency service responders regarding their interaction with the bumps. I would think we would have a report within 6 to 9 months following the installation.

Please feel free to direct any additional questions to my attention.

Bill

From: Elaine McCloskey <EMcCloskey@delawareohio.net>

Sent: Wednesday, May 19, 2021 3:59 PM

To: Jennifer Withrow-Gruber <jgruber@delawareohio.net>; Bruce Pijanowski <bpijanowski@delawareohio.net>; Bill Ferrigno <bferrigno@delawareohio.net>; Jessica Ormeroid <JOrmeroid@delawareohio.net>; Matt Weber <mweber@delawareohio.net>; John Donahue <jdonahue@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; Robert Hatcher <rhatcher@delawareohio.net>; Karin Eldredge <Keldredge@delawareohio.net>

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I was speaking with Lisa Keller about an hour ago and she would like to have a topic added for the June meeting. Carson Farms residents are reaching out requesting where we are at on speedbumps that are fire truck accessible.

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

From: Jennifer Withrow-Gruber <jgruber@delawareohio.net>

Sent: Wednesday, May 19, 2021 3:47 PM

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Subject: P&S Staff Meeting Agenda & Packet

Good afternoon, All! Happy Wednesday! I hope you are having a great week!

Please see the attached Parking & Safety Staff Meeting Agenda and Packet.

If I have missed any Agenda items, please let me know. Thank you so much!

Best Wishes,

Jennifer M. Gruber

Administrative Assistant

Delaware Police Department

70 N. Union Street

Delaware, Ohio 43015

P# 740-203-1101

F# 740-203-1198

jgruber@delawareohio.net

2 F
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Administrative Assistant
Delaware Police Department
70 N. Union Street
Delaware, Ohio 43015
P# 740-203-1101
F# 740-203-1198
jgruber@delawareohio.net



To: Parking and Safety Committee
From: Bruce Pijanowski, Chief of Police
Natalia Harris, City Attorney
Amelia Bean-Deflumer, Chief Prosecutor
Re: Permitted street uses
Date: June 21, 2021

The city occasionally receives inquiries from individual owners and business ventures about the possibility of permitting the use of under-speed vehicles and electric powered devices (such as Onewheel or scooters) on public streets in the City of Delaware. While each has a slightly different appeal, the reality of each is that there are significant safety hazards to the operators of these devices when used on a public roadway. For that reason, it is my recommendation that the current restriction against low speed and under-speed vehicles, or other non-vehicular methods of transportation should not be modified.

Commented [BP1]: Should we consider prohibitive language?

The Delaware Codified Ordinance speaks to these issues in a handful of areas. [311.03 D.C.O.](#) states that no person shall occupy any street or roadway intended for vehicular travel for purposes other than crossing or as permitted in [371.05 D.C.O.](#), which addresses walking in the street. This section effectively makes it illegal to use anything other than a motor vehicle on a city street, with a few other exceptions. Electric personal assistive mobility devices are permitted ([371.13 D.C.O.](#)), as are bicycles ([Chapter 373](#)), as well as jogging and running.

State law is similar, except for a provision for under-speed vehicles (golf carts) which gives local authority the ability to authorize the operation of under-speed or utility vehicles on public streets ([4511.215 O.R.C.](#)). With the passage of a local ordinance that would permit under-speed vehicles, there would be additional requirements (found in [4513.02 O.R.C.](#)) for legal operation to occur along with a requirement that the vehicle owner submit the vehicle to an inspection conducted by local law enforcement that complies with the O.R.C. Conducting safety inspections on golf carts is not a function that I would prefer to undertake.

Research indicates that that operation of golf carts on public roads can lead to more serious injuries in minor traffic crashes. Golf carts are not subject to the rigorous crash safety standards of passenger cars, primarily because they are designed to travel at speeds less than 20 MPH on golf courses. There are no design standards that protect drivers and occupants. The image to the right of a 2014 crash test shows the damage that can occur in relatively low speed crashes (Watch the video here: <https://tinyurl.com/13fd1x1l>.) The steering column is pushed up into the driver's chest, the front dash is pushed into the driver's legs, the arms are flying out of the passenger compartment and the head is unrestrained. While the speed of the test is 50 km/h (approx. 31 MPH)



this is representative of what a crash on a 25 MPH street might be with a vehicle traveling the speed limit and the golf cart at 10 MPH, a conservative scenario, for a closing speed of 35 MPH. Compounding the lack of safety features is the disparate mass ratio in favor of the motor vehicle that produces a much more severe impact for the golf cart.

Under the current Delaware Codified Ordinances, OneWheels and similar devices fit under the definitions of both 'motor vehicle' under 301.20¹ and 'vehicle' under 301.51². These devices are therefore not expressly prohibited by the Delaware Codified Ordinances. They are, however, not allowed on streets due to section 335.09, which requires the owner or operator of a motor vehicle to "properly display in plain view on the front and rear...the distinctive number and registration mark...furnished by the Ohio Director of Public Safety. Because OneWheels and similar devices cannot be registered in Ohio, they cannot display license plates and are therefore not permitted under the Delaware Codified Ordinances.

A Delaware resident has proposed that we amend section [371.13](#) of the Ordinances to allow these devices to qualify as electric personal assistive mobility devices. This would allow them to be operated on the "public streets, highways, sidewalks, and paths and portions of roadways set aside for the exclusive use of bicycles." This would also allow for the City to regulate the use of these devices by establishing rules such as age limits and equipment requirements.

Surrounding localities are split on whether to allow these devices on the roads or not. The Governor signed a bill establishing a definition and regulations for "low-speed micro mobility devices" under the Ohio Revised Code. These devices are defined as "a device weighing less than one hundred pounds, that has handlebars, is propelled by an electric motor or human power, and has an attainable speed...of not more than twenty miles per hour."³ OneWheels would not fit this definition because they do not have handlebars. However, it shows a movement toward allowing such devices at the State level. At the local level, Cincinnati allows motorized bicycles and e-scooters, but does not address OneWheel devices.⁴ Cleveland has adopted a wider approach, allowing "mobility devices" to be operated on certain roads, while establishing speed limits. These "mobility devices" would include OneWheels and similar devices.⁵ Columbus has followed a similar approach as Cleveland, allowing for a broad and adaptable definition of "mobility devices" to include "similar device as determined by the Director of Public Service."⁶ Upper Arlington is similar to Cincinnati in that they allow electronic scooters to be driving on roads, but do not address single wheeled devices, such as the OneWheel.⁷ It appears that these single wheeled devices may be so new that most jurisdictions have not had to deal with them yet and they have not been contemplated by many localities.

Like the golf cart, the same physics hold true for an operator of an electric scooter, Onewheel or similar device. These devices are typically small have one or two wheels in line and are naturally more unstable

¹ "Motor vehicle" means every vehicle propelled or drawn by power other than muscular power..."

² "Vehicle" means every device, including a motorized bicycle, in, upon or by which any person or property may be transported or drawn upon a street or highway..."

³ <https://bit.ly/35GjsdR>

⁴ Cincinnati Code of Ordinances Sec. 501-1-E3 and 506.4.

⁵ Cleveland Ordinances Sec. 401.231 and 473.02.

⁶ Columbus City Code Sec. 2101.195.

⁷ Upper Arlington Codified Ordinances 301.02.

than a four-wheeled motor vehicle. One roadway obstruction or moment of inattention could result in the device and the rider darting or falling into traffic. Additionally, the top speed of these devices is around 20 mph⁸, so they would be traveling at speeds much lower than the rest of traffic on many roads. This would increase the likelihood of traffic conflict, increasing the risk of an accident, which could have dire effects on the riders of these devices. They do not compare to bikes in that their initial design was intended for their use in recreation, not transportation. In fact, the OneWheel patent specifically refers to it as a motorized skateboard. These concerns, the lack of any structure to offer protection to the rider, plus the reality that most riders do not wear protective equipment creates an untenable safety concern.

The appeal of under-speed and low-speed vehicles on city streets is understandable. They are efficient and cheap to operate and they provide alternatives that are ecologically sound. Unfortunately, their design, specifically the lack of safety features, makes them far better suited for their intended use in low risk, controlled environments away from vehicular traffic. The safety concerns presented outweigh the convenience and quality of life factors and for that reason it recommended that current law remain as is, and that these devices should not be permitted on city streets.

Commented [BP2]: Or prohibit...

⁸ Onewheel.com