

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

AGENDA

FEBRUARY 15, 2021

1. ROLL CALL
2. APPROVAL of the Motion Summary for the Parking and Safety Committee meeting held October 19, 2020, as recorded and transcribed.
3. PUBLIC COMMENTS
 - a. **JOIN VIRTUAL MEETING:** To provide live public comment please email emccloskey@delawareohio.net or call 740-203-1013 to sign up by 3 p.m. the date of the meeting. **Name and address are required for public comment.** Comments are limited to 3 minutes.
 - b. **EMAIL, LETTER, PETITION:** Emails, letters, and petitions received by 3 p.m. the date of the meeting will be presented to the Committee and submitted into the record. These items will not be read aloud during the meeting but will be available on the website following the meeting at the end of the next business day. **Name and address are required.**
 - c. **FACEBOOK:** Comments received on Facebook will not be presented during the meeting and will be addressed by staff subsequent to the meeting as appropriate.
4. UPDATE on Permanent Dynamic Speed Feedback Signs
5. DISCUSSION of Memo Regarding Traffic Calming Measures
6. DISCUSSION and RECOMMENDATION regarding the Franklin Street Parking Lot
7. STAFF COMMENTS
8. COMMITTEE COMMENTS
9. 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 19, 2020**

ITEM 1. ROLL CALL

Vice-Chairwoman Keller 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

ITEM 2. ELECTION of Chair and Vice-Chair

Motion: Mrs. Keller motioned to nominate Mr. Shafer as Chairperson, seconded by Mr. Farrell. Motion approved by a 3-0 vote.

Motion: Mr. Farrell motioned to nominate Mrs. Keller as Vice-Chairperson, seconded by Chairman Shafer. Motion approved by a 3-0 vote.

ITEM 3. APPROVAL of the Motion Summary of the Parking and Safety Committee meeting held August 17, 2020, as recorded and transcribed.

Motion: Councilman Farrell moved to approve the Motion Summary of the Parking and Safety Committee meeting held August 17, 2020, seconded by Vice-Chairwoman Keller. Motion approved by a 2-0-1 (Shafer) vote.

ITEM 4. PUBLIC COMMENT

PUBLIC PARTICIPATION:

Kellie Dawson
Via Cisco Webex
Delaware Counseling Services, LLC
21 West Central Avenue
Delaware, Ohio

Ms. Dawson discussed difficulty accessing her parking spaces due to temporary parking in the alley by Brinks to the bank for deliveries. The issue arose in 2017 with the paving of the parking lot by a restaurant owner. The current signate of

No Stopping in Alley is not enforceable by law. Mr. Ferrigno discussed that staff has worked on this issue and provided a recommended solution but would need the restaurant owner to agree. Staff to reach out to neighbors to discuss the recommended solution by staff.

Tom Cahill
Via email
401 Gwinnet Street
Delaware, Ohio

The Clerk read into the record an email provided by Mr. Cahill in which he requests the consideration of low-speed vehicles on public roadways. Mrs. Keller discussed that this had been requested prior and concerns before from the Chief of Police were related to safety issues and the use on State Routes. Captain Penrod voiced safety concerns related to the vehicles. The Committee requested that staff provide a more formal report at the next meeting.

ITEM 5. DISCUSSION and RECOMMENDATION of private purchase and installation of speed feedback signs for locations that do not meet all the Traffic Calming Guidelines

Mr. Ferrigno discussed the current policy for speed feedback signs.

PUBLIC PARTICIPATION:

Tim Adams
Via Cisco Webex

Mr. Adams discussed the position of the HOA to purchase the signage. He voiced concerns of speeding in Cheshire Crossing.

Sunny Koo
Via Cisco Webex
431 Braumiller Crossing Drive
Delaware, Ohio

Mr. Koo discussed concerns of speeding in Braumiller Woods and Estates of Braumiller. He questioned what can be done after explored all traffic calming measures.

Mr. Ferrigno reviewed the speed studies for the areas and that based on the data they would not recommend the use of speed feedback signs. He also discussed that overuse of the signs can cause them to become less effective, especially in areas where it is not warranted. Another concern Mr. Ferrigno voiced was the responsible party for maintenance. Chairman Shafer recommended that staff and Police work on education programs relating to neighborhood speeding. Chief

Donahue discussed the use of speed humps instead of speed humps. Mr. Ferrigno provided information on grant funding that has been applied for the repaving of Hawthorn Blvd and the ability to use the funding to add in traffic calming measures.

ITEM 6. DISCUSSION and RECOMMENDATION of parking restriction evaluation for Kesselbrooke Station

Ms. Ormeroid reviewed the concerns and that upon investigation it was found that twelve No Parking signs had been removed. This was replaced by staff upon the discovery.

PUBLIC PARTICIPATION:

Luke Poljak
Via Cisco Webex

Mr. Poljak voiced concerns over the recommended changes and that neighbors don't obey parking signage regardless. He discussed that the roads are not wide enough as is for school buses and snow plows and that many neighbors do not utilize their garages for parking of vehicles.

Motion: Mr. Farrell motioned to make the changes as recommended by staff, seconded by Vice-Chairwoman Keller. Motion approved by a 3-0 vote.

ITEM 7. STAFF COMMENTS

ITEM 8. COMMITTEE COMMENTS

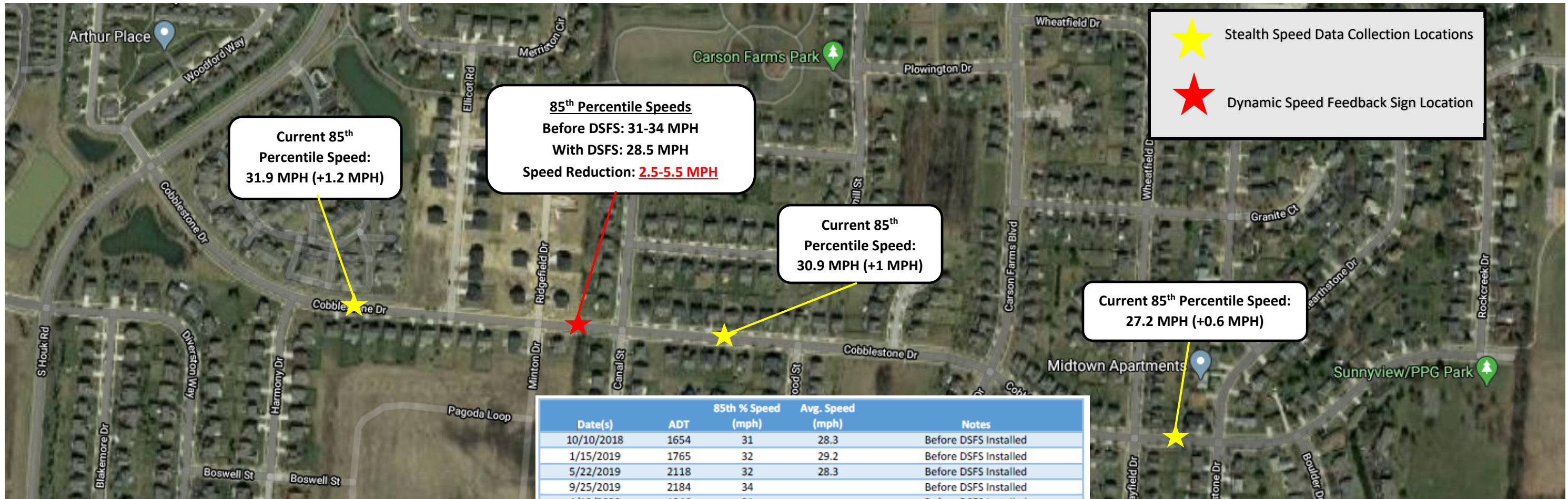
ITEM 9. ADJOURNMENT

Motion: Vice-Chairwoman Keller moved to adjourn the meeting. The Parking and Safety Committee Meeting adjourned at 7:17 p.m.

Kent Shafer, Chairman

Elaine McCloskey, Clerk

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
7/17/20-8/6/20	1884	28.5	23	After DSFS Installed
8/7/20-8/13/20	1928	29	23.5	After DSFS Installed
8/14/20-8/20/20	1941	28.5	23	After DSFS Installed
8/21/20-8/27/20	1927	28.5	23	After DSFS Installed
8/28/20-9/3/20	1887	28.5	23	After DSFS Installed
9/11/20-9/24/20	1937	28.5	23	After DSFS Installed
9/25/20-10/15/20	1963	28.5	23	After DSFS Installed
10/16/20-10/29/20	1885	28.5	23	After DSFS Installed
10/30/20-11/12/20	1957	29	23	After DSFS Installed
11/13/20-11/26/20	1734	29	23	After DSFS Installed
11/27/20-12/10/20	1681	28.5	23	After DSFS Installed
12/11/20-12/24/20	1551	28.5	23	After DSFS Installed
12/25/20-1/14/21	1434	28.5	23	After DSFS Installed
1/15/21-2/4/21	1502	28.5	22.5	After DSFS Installed

Carson Farms Blvd



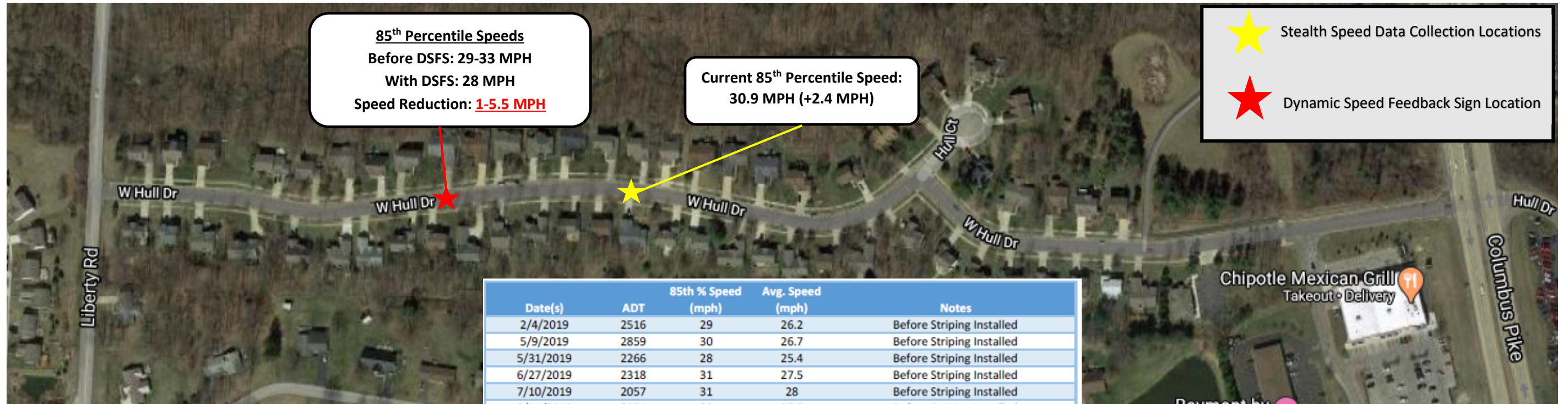
Date(s)	ADT	85th % Speed (mph)	Avg. Speed (mph)	Notes
2/20/2018	1875	31	28.3	Before DSFS Installed
12/3/2018	1881	32	29	Before DSFS Installed
9/30/2019	1996	33		Before DSFS Installed
4/15/2020	1183	30		Before DSFS Installed
4/30/20-5/5/20	1233	30	26.5	After DSFS Installed
5/7/20-5/14/20	1284	30.5	26.5	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
7/17/20-8/6/20	1267	30	26	After DSFS Installed
8/7/20-8/13/20	1317	30	26.5	After DSFS Installed
8/14/20-8/20/20	1240	30	26	After DSFS Installed
8/21/20-8/27/20	1201	29.5	26	After DSFS Installed
8/28/20-9/10/20	1296	30	26	After DSFS Installed
9/11/20-9/24/20	1386	30	26	After DSFS Installed
9/25/20-10/15/20	1246	30	25.5	After DSFS Installed
10/16/20-10/29/20	1326	30	26	After DSFS Installed
10/30/20-11/12/20	1289	30	26.5	After DSFS Installed
11/13/20-11/26/20	1262	30	26.5	After DSFS Installed
11/27/20-12/10/20	1255	30	26.5	After DSFS Installed
12/11/20-12/24/20	1295	30	26	After DSFS Installed
12/25/20-1/7/21	1115	30	26.5	After DSFS Installed
1/15/21-2/4/21	1200	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
7/17/20-8/6/20	1246	29	23.5	After DSFS Installed
8/7/20-8/13/20	1264	29	23.5	After DSFS Installed
8/14/20-8/20/20	1251	29	23.5	After DSFS Installed
8/21/20-8/27/20	1170	28.5	23	After DSFS Installed
8/28/20-9/10/20	1324	29	24	After DSFS Installed
9/11/20-9/24/20	1340	29	23.5	After DSFS Installed
9/25/20-10/15/20	1327	29	23.5	After DSFS Installed
10/16/20-10/29/20	1275	29	23.5	After DSFS Installed
10/30/20-11/12/20	1250	29	24	After DSFS Installed
11/13/20-11/26/20	1169	29	23.5	After DSFS Installed
11/27/20-12/10/20	1145	29	24	After DSFS Installed
12/11/20-12/24/20	1170	29	23.5	After DSFS Installed
12/25/20-1/14/21	1001	28.5	23.5	After DSFS Installed
1/15/21-2/4/21	1065	28.5	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 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
7/17/20-8/6/20	3124	28	24.5	After DSFS Installed
8/7/20-8/13/20	3239	27.5	24.5	After DSFS Installed
8/14/20-8/20/20	3105	27	24	After DSFS Installed
8/21/20-8/27/20	3165	27.5	24.5	After DSFS Installed
8/28/20-9/10/20	3213	27.5	24.5	After DSFS Installed
9/11/20-9/24/20	3217	28	24.5	After DSFS Installed
9/25/20-10/15/20	3346	28	24.5	After DSFS Installed
10/16/20-10/29/20	3262	28	24.5	After DSFS Installed
10/30/20-11/12/20	3347	28	24.5	After DSFS Installed
11/13/20-11/26/20	3304	28	24.5	After DSFS Installed
11/27/20-12/10/20	3281	28	24.5	After DSFS Installed
12/11/20-12/24/20	3454	28	24.5	After DSFS Installed
12/25/20-1/14/21	3108	28	24.5	After DSFS Installed
1/15/21-2/4/21	2909	28	24.5	After DSFS Installed



Dear Residents

Speeding drivers on our residential streets are frustrating for all of us. While many responsible drivers obey posted speed limits, most neighborhoods experience a certain percent of motorists who drive over the posted speed limit, posing a safety risk to other motorists and pedestrians travelling along the streets. We all want to feel safe while walking or driving within our neighborhood; however, experience demonstrates that most speeding violations are committed by neighbors travelling within their own neighborhood.

City of Delaware data shows a majority (85%) of motorists travel within 5 mph of a posted 25-mph speed limit. Speed enforcement has little impact on these motorists and the City does not view this condition as a speeding issue. Attaining 100% compliance among drivers in any neighborhood is unrealistic. Delaware's 5 mph tolerance standard was developed with safety in mind. Some communities do not address speed concerns until the 85th percentile speeds approach 10 mph over the posted speed limit.

Speed feedback signs have a marginal impact because motorists travelling less than 5 mph over the speed limit are less inclined to modify their behavior by the presence of a feedback sign. For this reason, the City limits use of the speed feedback signs to only those streets with the highest verifiable speeding issue. The City does not support the private installation of speed feedback signs in the public right of way for reasons including liability, uniform operation, maintenance costs, and loss of effectiveness through overuse.

The City often receives request for Stop signs to 'slow' drivers down. Stop signs are regulated by state statute and may only be installed when traffic volumes become very heavy making it unsafe to enter a road from a side street. Improper use of Stop signs reduces safety by introducing a false sense of security to pedestrians expecting a vehicle to fully stop. Experience shows motorists eventually disregard Stop signs placed at locations where it is unlikely they will encounter side street traffic, and roll through the intersection without stopping.

Because enforcement has its greatest impact when 85% speeds exceed 30 mph in a residential area, the police department prioritizes enforcement on these priority streets. We understand that neighborhoods can feel ignored in their complaints when documented speeds are under 30 MPH. In these cases, the City encourages neighborhoods to initiate their own speed awareness program. One effective means is through positive messaging displayed on yard signs positioned near the road by residents. These signs are relatively inexpensive but can be a highly visible means in presenting a unified message concerning neighborhood safety over an extended period. Residents are also reminded that dangerous driving can be reported directly to the City Police by providing basic information like date, time, license plate and vehicle description when speeding was witnessed.

Sincerely,

Bruce Pijanowski, Chief of Police
William Ferrigno, Public Works Director/City Engineer



Memo

TO: Parking and Safety Committee

FROM: R. Thomas Homan, City Manager

SUBJECT: Parking Space Reduction

DATE: February 10, 2021

The Rittenhouse Trust, which owns 19 W. Winter Street, and the Furlongs, who own 23 W. Winter Street, approached the City and requested assistance in gaining rear access to their respective properties after the typical means by which they accessed their property was terminated by the owners of Staas Brewery at the corner of W. Winter and N. Franklin Streets. The December 23rd, 2020 email from the Furlongs and a map that shows where each property is located are attached as exhibits.

Both the Furlongs and Rittenhouse seek a reliable means by which to access their properties and have requested the City provide each of them a non-exclusive ingress-egress easement to their respective properties. The map exhibit also shows the area where the easement would exist.

To provide the requested easement, the City would need to remove two metered parking spaces that currently exist behind 19 and 23 W. Winter Street.

Section 353.03 of the Delaware Codified Ordinances provides that "Parking meter zones and free parking zones shall be established, extended or reduced by Council by ordinance or resolution." Consequently, this matter is being presented to this Committee for review and recommendation prior to being submitted to City Council.



Area for Property Owner MOU/Agreement regarding cross-access

Eliminate (2) Public Parking Spaces to provide access to 19 & 23 W Winter Street Properties

Franklin

W Winter

Franklin Parking Lot

Fred and Tami Furlong
10 Hillside Drive
Delaware, OH 43015
740 815-8877

December 23, 2020

The City of Delaware
City Hall
Delaware, OH 43015

To Whom It May Concern:

We own the building at 23-25 West Winter Street, which houses a successful (and until recently two successful) long time businesses in downtown Delaware. Previously we also owned the business housed within for 30 years. We sold the business in 2018, and the current owners of the business now wish to purchase and renovate the building. However, recent developments have raised a few questions, and an issue that we need to address before the sale can go through.

Access to the rear of the building for deliveries and employee parking is critical to the businesses there, as well as the business next door, Gibson the Florist, 19 West Winter Street, (another long-time downtown business). Access to these areas has been (as long as I've been involved, 32 years) from a drive entering off of North Franklin. With the addition of the patio at Staas on the corner, access to the rear of both businesses via this entry has been impacted.

We are requesting access to our properties through the City of Delaware public parking lot behind the businesses. Please let us know what we need to do to get this request in front of the proper people to hopefully get this resolved. I cannot stress enough how important this access to these businesses is, especially in these challenging times.

With a closing date of January 20 for the sale of the building, we'd especially like to see a quick solution to this issue. If there's any possibility it could be resolved before that date, we would be very appreciative. Should you need more information, or anything else from us, please contact us ASAP.

Thank you for your time,

Fred and Tami Furlong