

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

AGENDA

October 19, 2020

1. ROLL CALL
2. ELECTION OF CHAIR AND VICE-CHAIR
3. APPROVAL of the Motion Summary for the Parking and Safety Committee meeting held September 29, 2020, as recorded and transcribed.
4. 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.
5. DISCUSSION and RECOMMENDATION of private purchase and installation of speed feedback signs for locations that do not meet all the Traffic Calming Guidelines
6. DISCUSSION and RECOMMENDATION of parking restriction evaluation for Kesselbrooke Station
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
August 17, 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

Members Absent: Chairman Kent Shafer

Staff Present: John Donahue, Fire Chief, Rob Penrod, Captain, Jessica Ormeroid, Project Engineer

Motion to Excuse: Vice-Chairwoman Keller motioned to excuse Chairman Shafer, seconded by Councilman Farrell. Motion approved by a 2-0 vote.

ITEM 2. APPROVAL of the Motion Summary of the Parking and Safety Committee meeting held October 21, 2019, as recorded and transcribed.

Motion: Councilman Farrell moved to approve the Motion Summary of the Parking and Safety Committee meeting held October 21, 2019, seconded by Vice-Chairwoman Keller. Motion approved by a 2-0 vote.

ITEM 3. PUBLIC COMMENT

PUBLIC PARTICIPATION:

Pastor Donnie Akers
Via email
East Side Mission Church
32 Joy Avenue
Delaware, Ohio

The Clerk read into the record a statement from Pastor Akers reporting a safety issue with the alley west of the church and the request to close the alley.

Whitney Gherman
Via email

Ms. Gherman voiced her support to have a crosswalk at the King Avenue

entrance of Blue Limestone Park.

ITEM 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.

Ms. Ormeroid provided background on the request from a resident due to S. Washington Street no wide enough for parking on both sides and that cars are currently parking on the sidewalk along the east side of the property located at 93 W. Harrison Street since the street is not wide enough blocking pedestrians from using the sidewalk. This impacts the school aged children walking to/from Woodward Elementary School. Staff voiced concerns of sidewalk damage from cars parking on it and recommend the extension of the “No Parking Anytime” zone on the west side of S. Washington Street from W. Harrison Street to the Alley.

PUBLIC PARTICIPATION:

Mary Ehm
Via Cisco Webex

Ms. Ehm was in agreement with staff, but voiced speed concerns in the area and concerns of the student’s safety.

Motion: Mr. Farrell motioned to recommend to Council installation of No Parking signage to the recommended area, seconded by Vice-Chairwoman Keller. Motion approved by a 2-0 vote.

ITEM 5. DISCUSSION and RECOMMENDATION of the extension of the No Parking restrictions adjacent to Smith Elementary School, along the northside of Mason Avenue further west to include additional property acquired by the district (Mason Avenue and the district-owned lot immediately west of 30 Mason Avenue)

Mrs. Ormeroid provided an update that Delaware City Schools recently purchased additional properties on the north side of Mason Avenue west of the existing playground for Smith Elementary. The request from the school is to extend the current parking restriction on the north side of Mason Avenue further west to encompass the additional property the district acquired. Staff was in agreement to this request.

PUBLIC PARTICIPATION:

Steve Fellerger
Via Cisco Webex

Ms. Fellerger voiced that the current parking restricted area is often used for

drop off and pick up of students and is not enforced. He discussed that current signage is fading and need replaced.

Patricia Gass
Comment received to Clerk via phone

Ms. Gass voiced to the Clerk that she was opposed to parking in front of this property location.

Clarence Gabbert
Comment received to Clerk via phone

Mr. Gabbert was in support of City recommendations and to not have parking along this property. He voiced concerns over the lack of sidewalks and safety of the students walking the property and that the current parking restriction area is often used for pick up and drop off for students.

Motion: Mr. Farrell motioned to formally recommend that legislation be brought before Council for the No Parking Zone at this location, seconded by Vice-Chairwoman Keller. Motion approved by a 2-0 vote.

ITEM 6. DISCUSSION and RECOMMENDATION of the intersection control at King Avenue and John Street

Ms. Ormeroid discussed the request for intersection control at this location. John Street currently has the through way motion and King Avenue has the stop location. Due to recent flooding and repair work to the John Street bridge staff has created a temporary condition to allow two-way traffic along King Avenue. 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 the majority of vehicles on King Avenue ignore the stop sign. The resident requested changing John Street to the stop condition and King Avenue to the through movement and possibly requiring those exiting the park to also stop. Staff recommends to convert John Street to the stop condition and King Avenue and the Blue Limestone Park to the through movement. This can also help during the winter months when snow and ice is possible. Staff also recommend that two-way traffic on King Avenue should remain as a temporary condition until John Street is reopened and revisit this condition at this time. Mrs. Ormeroid did inform the Committee that letters were not sent out to the surrounding residents in time to attend the meeting.

Mr. Farrell discussed the need to get public feedback on any support of opposition. Vice-Chairwoman Keller voiced a concern on waiting to move forward due to safety concerns. She recommended having letters sent out to residents to inform them of the Council meeting and move forward with the recommendation to Council.

Motion: Mr. Farrell motioned to recommend legislation to Council to reconfigure the intersection, seconded by Vice-Chairwoman Keller. Motion approved by a 2-0 vote.

Motion approved by a 2-0 vote.

ITEM 7. UPDATES on Speed Feedback Signs

Ms. Ormeroid reviewed the history of traffic calming measures approved on Cobblestone Drive, Carson Farms Blvd, Executive Drive, and additional traffic calming measures along Hull Drive to help mitigate speed issues. The permanent speed feedback signs have been placed. Previously approved pavement markings for a center line and edge line markings have not been implemented as of yet so that staff could determine the effectiveness of the dynamic speed feedback signs. She discussed the 2019 pavement markings on West Hull Drive. She reviewed the data collected from the streets from the speed feedback signs. Speeds along Cobblestone show a reduction below the 30 mph Carson Farms Blvd has had a slight reduction, with higher speeds near the entrance of the development where there is not many driveways and a wider pavement. Executive Blvd. has had speed reduction of 2-5 mph. West Hull Drive saw an increase in speed with the installation of pavement markings. After the speed feedback signs were installed there was a decrease in speeds of approximately 28 mph. She discussed the continued cut through traffic along West Hull Drive, and there is a future project in which safety funds were received. These safety funds are allocated to modifications on the access at US 23 and West Hull Drive. Mr. Farrell discussed that if striping has shown an increase in speeds then it would not be a good option for the other streets identified. Mrs. Keller discussed that she was initially supportive of the pavement markings until she saw the data that had an increase in speeds. Mrs. Ormeroid discussed that staff is in the design phase for a traffic signal at Carson Farms Blvd and West William Street.

ITEM 8. UPDATE on Safety Projects

Ms. Ormeroid reviewed the list of potential safety projects. She discussed that funding for the projects was established with the \$5.00 Permissive License Fee that was approved earlier this year by Council. In addition to the local funds there is grant funding that is submitted for the projects. The funding is to enhance pedestrian and vehicular safety and also to mitigate traffic calming issues that are identified. Funding allocated to the projects may be affected by the COVID-19 Pandemic.

ITEM 9. STAFF COMMENTS

The Clerk informed the Committee that the next Parking and Safety meeting is

scheduled for October 19, 2020.

ITEM 10. COMMITTEE COMMENTS

Vice-Chairwoman Keller shared a concern received of the lack of sidewalks along William Street and Central from Houk Road to Sandusky Street. She discussed the bikeway plan for the Willowbrook Trail and that this is a plan that is not currently funded.

ITEM 11. ADJOURNMENT

Motion: Vice-Chairwoman Keller moved to adjourn the meeting. The Parking and Safety Committee Meeting adjourned at 6:48 p.m.

Kent Shafer, Chairman

Elaine McCloskey, Clerk



PARKING AND SAFETY FACT SHEET

AGENDA ITEM NO: 5

DATE: 10/19/2020

DISCUSSION AND/OR CONSIDERATION:

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

BACKGROUND: Dynamic Speed feedback signs (DSFS) installations were first introduced in the City in 2018 through a pilot program whereby a DSFS sign were installed for a period of several weeks to both record motorist driving behavior while providing feedback to motorists regarding vehicle speeds. Through the pilot initiative it was found the signs can be effective at reducing motorist speed by 2-4 MPH when speeds are over 5 MPH above posted speed limits. However, motorist travelling within 5 MPH of posted speeds tend to not be impacted by the presence of the signs.

Permanent DSFS installations were completed in 2019 on West Hull Drive, Executive Drive, Cobblestone Drive and Carson Farms Drive, all of which had verified 85% speeds > 30 MPH. Subsequent analysis demonstrates a slight adjustment in motorist behavior by the presence of the DSFS with 85% speeds dropping to 28-29 MPH.

Residents in other neighborhoods have now requested placement of DSFS though 85% speeds are < 30 MPH.

STAFF RECOMMENDATION: Staff does not support the expansion of the use of DSFS at locations where 85% speeds are within 5 MPH, and in keeping with the recently approved Traffic Calming Guidance document by City Council in 2019. Additional information is provided in attached memorandum.

ATTACHMENT(S) Memorandum by William L. Ferrigno, P.E., Public Works Director/City Engineer



MEMORANDUM

TO: Parking & Safety Committee

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

DATE: October 6, 2020

RE: Use of Dynamic Speed Feedback Signs where 85% Speeds < 30 MPH

The City has received multiple request for the installation of Dynamic Speed Feedback Signs (DSFBS) in residential neighborhoods since the introduction of the units in 2018 via a pilot study program. In 2019, the City adopted Traffic Calming Guidelines that allow for the use of DSFBS to mitigate speed when traffic analysis shows that the 85% speed exceeds 5 MPH over the posted speed limit for the street in question. In locations where signs have been installed, minor drops in speed have been recorded ranging from 2 to 4 MPH, bringing the 85% speeds into the 27 to 29 MPH range. In general, 85% speeds within 5 MPH over the posted speed limit are found to be a typical condition within residential neighborhoods as verified though multiple traffic analysis citywide.

Recent requests have been made for units to be installed on streets with 85% speeds within the 5 MPH range over the posted limit. This is contrary to adopted guidance regarding use of the signs and not supported by staff for the following reasons.

- DSFBS are most effective when used to warn motorists of special speed conditions such as active school zones where speed limits are reduced from the normal posted speed limit during restricted hours.
- There is no evidence that installing DSFBS on streets where measured 85% speeds are within 5 MPH of the posted speed limit would yield any notable change in motorist behavior or speed. Even when 85% speeds exceed 5 MPH over posted limits, the reduction in speed is small when installing DSFBS.
- The use of DSFBS was intended to be limited to those streets subject to the greatest violation of 85% speeds exceeding 5 MPH over posted speeds. Expanding the use to lower speed streets could result in overexposure of this traffic mitigation measure and thus reduce efficacy at all locations, especially where most needed.
- Reducing the intended speed at which DSFBS are considered would substantially increase the number of streets eligible to receive the units based on traffic analysis records.

Recently, the City received a request for the installation of an unjustified DSFBS along with an offer to pay for the expense of the unit. Staff does not support this proposal for the following reasons.

- Placement of DSFBS shall be governed by adopted regulation and follow a uniform set of established rules independent of individual or neighborhood preferences.
- If a unit is justified based on a measured high 85% speed, the City should be obligated to fund and install a unit.
- The use of private funds should only be considered in a situation where a device is justified based on adopted policy yet delayed for lack of city funding. In these cases, the use of private funds could accelerate the installation of an approved application.
- Allowing individual neighborhoods to fund desired improvements establishes a position of inequity between other neighborhoods with reduced financial resources.

There are other enforcement measures identified within the Traffic Calming regulations that can effectively remind neighborhood residents of the importance of adhering to posted speed limits.

- Periodic speed enforcement by the Police Department. Though motorists are generally not ticketed for travelling within 5 MPH over the posted speed limit, the presence of an officer serves as a reminder that obeying speed limits is important.
- Periodic installation of the portable speed feedback unit. The use of this unit can be designated to be periodically installed throughout the City on streets where 85% speeds do not support a permanent installation.
- Neighborhood participation in a 'Keep Kids Alive, Drive 25' campaign. This provides an opportunity for residents to invest their time and resources in a way that supports their desire to maintain a safe neighborhood. In many cases, motorists speeding through a neighborhood are also residents of that particular neighborhood and would benefit from community reminders.
- Use of targeted mailers within neighborhoods provides residents with educational reminders as to the inherent risk of injury from vehicles even at 25 MPH, and the need to remind children how to safely play when near a public street. This is especially important with the proliferation of electric scooters, skateboards, hover boards and one-wheelers that are not designed to operate safely on streets subject to vehicular traffic.



Jessica Ormeroid

From: Sunny Koo <kacatking@gmail.com>
Sent: Saturday, August 15, 2020 12:04 PM
To: Jessica Ormeroid
Cc: braumillerwoodshoa@yahoo.com; Bill Ferrigno; Matt Weber; Bruce Pijanowski; Robert Hatcher; John Donahue; Robert Penrod; Julie Elke; Elaine McCloskey; Karin Eldredge; Theresa Webb
Subject: Re: FW: Braumiller Crossing Dr & Maple Vista Dr Speeding Concerns

Follow Up Flag: Follow up
Flag Status: Flagged

Caution! This message was sent from outside your organization.

Good Day Ms. Ormeroid,

First on behalf of the community we would like to express our gratitude for the City for allocating time to address our concerns. We fully understand how busy everyone's schedule is and due to the situation getting worse every day, we have no choice but to reach out to seek guidance from the City for a resolution.

Braumiller Community consists of 2 HOA - Braumiller Woods with 119 homeowners (13 lots still under developer) & Estates at Braumiller with 176 homeowners. As a family oriented neighborhood the most important criteria is the safety of all, especially children.

Over the years as the development of the neighborhood completes, so does the speeding issue increases. Delivery drivers (Food or Amazon), non-residents, teenager drivers, and even a handful of homeowners absolutely disregard stop signs or speed limits in the neighborhood. When school is still in session and busses pick up children, we have cars that do not even stop and travel down at high speed. Evening time when children are playing or families taking a stroll cars are travelling down >25mph. On average we are looking at 1-2 times a week of near misses (children nearly knocked down by a high speed car).

The City and Delaware PD has been called multiple times. The calming measures were all explored. It only works on that short period of time and everything is back to square zero. In fact, on July 26 when a well known Olentangy High School graduate decided to do a donut and speed down BCD, 911 was called. Delaware PD tracked down the teenager and gave warning but nothing can be done because PD was not there physically at the time of incident. The teenager actually challenges the entire community and degrades Delaware PD saying PD cannot do anything to them unless they catch them red handed. For the personal and property safety of two homeowners another police report was also made on the same day.

The Fire Chief's point of view on not installing speed bumps has been the same >10 years to date. We want the City, PD, FD to understand that the entire community gives our utmost full respect to all departments and at no time we have any intention to hinder emergency response. In fact, Fire Station 304 is right by our neighborhood and we all welcome that addition. Majority of homeowners including myself moved up here into Delaware jurisdiction not just because of the superb education Olentangy School districts provides, but also Delaware PD is well known to be the best of the best. In addition, the continuous support from the City and a good example is the resolution achieved for 4 of our homeowners in their mosquito breeding ground issue is why we are sticking here.

Now comes the critical point. Should we be risking our children's life based on the Fire Chief's inconvenience? Do we need to have the first incident because of the Fire Chief's viewpoint? This issue has become so agitated that unwise suggestions such as "egg throwing", "nails", "spikes" are on neighbors chats. We are telling them not to do it to avoid dirtying or destroying the streets. We have occasionally seen homeowners jumping out to the street to prevent a car from hitting kids at blind spots. As mentioned above this is a family oriented neighborhood so why do the homeowners have to worry about this on a daily basis?

Representing the community on this issue, all we want is an active dialog and a resolution on the speeding problem. We need the expertise for suggestions, recommendations, alternatives if speed bump is to be avoided as much as possible. Changing the speed limit to 15mph? Making no parking on one side of the road forcing all park cars to the other side thus narrowing the street for two way traffic? Or, put up speed bumps and raised intersections on some strategic locations? If the City will come out and have an understanding, all social distancing protocols including mask will definitely be adhered to (no questions!).

In addition, I am in the midst of collecting the signatures from homeowners so substantiate the importance of this issue by the community. I will forward the compilation probably next week (Week of August 16). I am also drawing up where the major concerns are and will send that over too. Yes, we also understand countermeasures require funding. If both HOA needs to partially chip in on the funding we need to know to allocate that aside.

Once again, our sincere gratitude to the City for looking into this matter seriously. At any time should there be questions, please feel free to contact me directly.

Sincerely,
Chang Keat, Koo (Sunny)
431 Braumiller Crossing Dr,
Delaware OH 43015
614-329-6036

From: Jessica Ormeroid

Sent: Wednesday, August 12, 2020 3:57 PM

To: kacataing@gmail.com

Cc: braumillerwoodshoa@yahoo.com; Bill Ferrigno <bferrigno@delawareohio.net>; Matt Weber <mweber@delawareohio.net>; Bruce Pijanowski <bpijanowski@delawareohio.net>; Robert Hatcher <rhatcher@delawareohio.net>; John Donahue <jdonahue@delawareohio.net>; Robert Penrod <rpenrod@delawareohio.net>; Julie Elke <JElke@delawareohio.net>; Elaine McCloskey <EMcCloskey@delawareohio.net>; Karin Eldredge <Keldredge@delawareohio.net>; Theresa Webb <twebb@delawareohio.net>

Subject: Braumiller Crossing Dr & Maple Vista Dr Speeding Concerns

Mr. Koo,

Thank you for reaching out and discussing the Braumiller Woods HOA speeding concerns of Braumiller Crossing Dr and Maple Vista Dr with me today. As promised, attached is a copy of our current Traffic Calming Guide that the City adopted that provides guidance regarding issues such as neighborhood speeding. This document can also be accessed

at the link provided below. As we discussed today, to start we will collect updated speed, accident and traffic count data along both streets, as this will provide the detail we need to begin to formulate a traffic calming plan. We will then discuss the findings at our next Parking & Safety Staff Pre-meeting to be scheduled for some time mid-September and will then be in contact with you soon after to discuss the next steps.

<http://www.delawareohio.net/wp-content/uploads/09-Traffic-Calming-Guide-Final-7-1-19.pdf>

Again, thank you for reaching out to voice the concerns of the HOA and should you have any questions and/or concerns in the meantime, please feel free to contact me via email or at the phone number listed below.

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

Jessica Ormeroid

From: Bill Ferrigno
Sent: Thursday, August 27, 2020 12:34 PM
To: Tim Adams
Cc: Jessica Ormeroid; Marion Stephen; Bruce Pijanowski; Cory Hoffman
Subject: RE: Speed study request

Thanks Tim. We can update traffic data there as well.

From: Tim Adams <timadams75@gmail.com>
Sent: Thursday, August 27, 2020 8:54 AM
To: Bill Ferrigno <bferrigno@delawareohio.net>
Cc: Jessica Ormeroid <JOrmeroid@delawareohio.net>; Marion Stephen <mstephen@delawareohio.net>; Bruce Pijanowski <bpijanowski@delawareohio.net>; Cory Hoffman <choffman@delawareohio.net>
Subject: Re: Speed study request

Caution! This message was sent from outside your organization.

Just Crystal Petal to my knowledge

Tim Adams

On Aug 27, 2020, at 8:01 AM, Bill Ferrigno <bferrigno@delawareohio.net> wrote:

Tim –

We will start with some updated traffic counts and speed analysis that we are glad to share with you. Outside of Cheshire Crossing Dr., are there other locations of particular concern?

Thank you,

Bill Ferrigno

From: Tim Adams <timadams75@gmail.com>
Sent: Wednesday, August 26, 2020 4:25 PM
To: Bill Ferrigno <bferrigno@delawareohio.net>
Cc: Jessica Ormeroid <JOrmeroid@delawareohio.net>; Marion Stephen <mstephen@delawareohio.net>; Bruce Pijanowski <bpijanowski@delawareohio.net>; Cory Hoffman <choffman@delawareohio.net>
Subject: Re: Speed study request

Caution! This message was sent from outside your organization.

Hello all, speeding is becoming an issue again here in our neighborhood. I'm certain that it is more than our own neighbors, but other neighborhoods to our east using it as a cut-through. I'd like to request a speed study again for Cheshire Crossing and Crystal Petal.

Again, I would like to request that no matter the final outcome of your study, Cheshire Crossing HOA would like to purchase and maintain speed feedback signs for our neighborhood, starting with Cheshire Crossing Dr.

I look forward to your response.

Tim Adams

On Wed, Mar 4, 2020 at 12:33 PM Bill Ferrigno <bferrigno@delawareohio.net> wrote:

Hello Tim –

Thanks for passing the concern along. We are in process of developing a more proactive approach to dealing with neighborhood speeding as the issue is universal throughout the community. It is not surprising to hear that your neighbors are speeding through their own neighborhood as mentioned in the complaint. We see this in many cases where neighbors are as much of the problem as anything. What I find interesting is that even with physical barriers in place like speed bumps, that motorists continue to drive irresponsibly. To start I will add the complaint to our list of target areas of concern and then discuss the issue with our traffic calming committee to see what approach we may take. I am assuming we will begin with getting updated data along the route in question to validate the concern and provide greater detail as to the magnitude and timing associated with the speeding motorists. Once we have more information I can let you know what direction we will be taking regarding this issue.

Thanks again for reaching out.

Bill Ferrigno

From: Tim Adams <timadams75@gmail.com>
Sent: Wednesday, March 4, 2020 10:08 AM
To: Bill Ferrigno <bferrigno@delawareohio.net>
Cc: Jessica Ormeroid <JOrmeroid@delawareohio.net>; Marion Stephen <mstephen@delawareohio.net>
Subject: Re: Speed study request

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello Bill, I'm getting complaints to our HOA from owners on the cross street of Braumiller and Sapphire Flame Drive. It appears that cars are entering and leaving Sapphire Flame Drive at high speeds, even though there is a speed table there. Here is once complaint I'll share.

" We are the 2nd house in on Sapphire Flame Drive from Braumiller RD. People continue to speed down our street disregarding the speedbump until their vehicle is about to fly over it. This is a really big problem. We have many pedestrians, small children and pets in our neighborhood. We have two little boys and are about to have a 3rd baby. Many of our neighbors have small children. Something needs to be done about people's blatant disregard for the speed limit and the safety of the people in our neighborhood. Please let me know what actions you will be taking to protect our neighborhood."

Of course the HOA does not have jurisdiction over the street, si I am reaching out to you all to see what could be done. Maybe using the speed feedback sign on a trailer for for a week so>? Do a speed survey? Please let me know.

Thanks!

Tim Adams

Cheshire Crossing subdivision.

P.S. Remember, our HOA is willing to pay for and maintain speed feedback signs. I do think the city should allow us to do this, since it will save our budget for other pressing areas/issues. Let me know if you reconsider.

On Mon, Mar 11, 2019 at 10:18 AM Bill Ferrigno <bferrigno@delawareohio.net> wrote:

Tim –



PARKING AND SAFETY FACT SHEET

AGENDA ITEM NO: 6

DATE: 10/19/2020

DISCUSSION AND/OR CONSIDERATION:

DISCUSSION and RECOMMENDATION of parking restriction evaluation for Kesselbrooke Station

BACKGROUND:

Several residents of Kesselbrooke Station subdivision requested parking variances. The resident at 124 Tabilore requested modified restrictions near his residence and requested a development wide review to provide more parking throughout the subdivision. Modifications are not recommended near 124 Kesselbrooke due to safety and maneuverability concerns, but City Staff felt that parking could be switched to the opposing side of the street on the W. side of the development where there are fewer driveways, which would create more parking.

The resident at 40 Tabilore Loop requested handicap parking in front of her house. The area is currently a no parking zone on a curve, and there appears to be off street parking available, therefore staff recommends no change.

STAFF RECOMMENDATION:

Staff recommends that switching the parking to the opposite side of the street on the North to South section of Tabilore Loop on the West side of the development (approximately 46 to 86 Tabilore Loop), which would allow for more parking and not negatively impact safety in the area.

ATTACHMENT(S)

Letter to residents

Public Comment Received



Resident
46 – 86 Tabilore Loop
Delaware OH 43015

October 5, 2020

Dear resident,

Delaware City staff recently met to discuss recent requests that have been made related to parking and safety in the city. One of the issues discussed was parking restrictions on Tabilore Loop. One topic was that residents were critical of restrictions on portions of Tabilore Loop. This issue has been addressed in the past, and many restrictions are in place for safety reasons.

One area of consideration was the restrictions on Tabilore Loop from approximately 46 Tabilore Loop to 86 Tabilore Loop (the current area of legal parking past the curves). The parking in this area is on the same side of the road as the homes, and staff agrees and will recommend that switching the parking to the opposite side of the street would allow for more parking and not negatively impact safety in this area. No other changes will be recommended.

The Parking and Safety Committee will be meeting remotely on October 19, 2020 at 6 PM. If you are interested in attending this meeting to provide comment, please contact Elaine McCloskey at EMcCloskey@delawareohio.net or 740-203-1013 for information on how to log on. If you would like to provide comment but cannot attend the meeting, please feel free to email Elaine McCloskey or me (bpijanowski@delawareohio.net) and we will relay your comment to the committee.

Sincerely

Bruce Pijanowski
Chief of Police

From: [Angela Bowser](#)
To: [Elaine McCloskey](#); [Bruce Pijanowski](#)
Cc: [Tom Bowser](#)
Subject: Parking on Tabilore Loop
Date: Tuesday, October 13, 2020 3:26:26 PM

Caution! This message was sent from outside your organization.

Thank you for your letter dated October 5, 2020 in regards to the status of parking on Tabilore Loop in the Kesslebrooke Station subdivision. As a homeowner on Tabilore Loop this directly affects my family. We are strongly in support of the proposed change to move legal parking to the side of the street that doesn't have homes or home access/driveways. This change will help ensure better access for mail deliveries and school buses making our subdivision safer and easier to navigate.

Thank you for considering the issue of parking in our neighborhood.

Angela Vitale and Thomas Bowser
72 Tabilore Loop, Delaware, OH 43015

Jessica Ormeroid

From: Jessica Ormeroid
Sent: Thursday, August 27, 2020 9:56 AM
To: Bill Ferrigno; Matt Weber; Karin Eldredge; Bruce Pijanowski; Robert Penrod; John Donahue
Cc: Elaine McCloskey; Julie Elke; Donald Claar
Subject: Kesslebrooke Station Development Parking Restrictions
Attachments: kesslebrook signage0023.TIF

All:

The Police Department recently had a parking complaint regarding people parking within the t-intersection at Tabilore Loop & Bricknell Way. The Traffic Division did an inventory of this intersection along with the rest of the development and found there were 12 missing no parking signs. I know we have looked at this development in the past regarding parking restrictions and ensured at that time that all the signage was in place per the approved development plan (see attached), so it appears this signage is being taken/removed by someone. We were able to get all the signage back-up that was removed, but have received numerous phone calls from residents since. One (1) is okay with the restrictions in place and the others have requested we re-evaluate the entire development in hopes to provide more on-street parking. I have provided a list below of the calls/concerns we have received to date. Although we have evaluated this area at past P&S meetings, I did commit that the P&S group could look at this area again to see if any changes could be made to the existing restrictions in place to provide more on-street parking.

- 1) Ken Massie (740-272-0767, kpmassie@gmail.com): Resides at 124 Tabilore Loop. Doesn't like the parking restrictions adjacent to his property near 119 & 122 Tabilore Loop, as there is no place to park in front his home or the other homes in this area. Recommended changing the parking restrictions to the opposite side of Tabilore Loop to provide more parking in front of duplexes (would be across the street), as there are too many driveways & mailboxes on the westside restricting the available are to park. He wants the whole development evaluated to see if/where parking restrictions could be changed in order to provide more parking throughout the development. Also wants more speed limit signs and did mention the possibility of a speed feedback sign like what is on W. Hull Dr.
- 2) Luke Polak (831-444-1657): Is fine with the parking restrictions in place and agrees with them, but would like to see more enforcement in the area for those that violate it. I did provide him with the non-emergency PD number he can call to report issues when they arise and that we typically handle this type of enforcement based on actual complaints received.
- 3) Angela Kemmerling (614-374-7654, angelakemmerling@gmail.com): Resides at 40 Tabilore Loop and has no parking in front of her house, as it is restricted on both sides. Has no where to park and currently has caretakers come to her home frequently to care for two (2) family members. Requested a Handicap spot be provided in front of her home. She wants more parking throughout the development and, in particular in front of her home. Requested changing the parking restrictions to opposite side of Tabilore Loop for same reasons as stated above under item 1.

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 COUNTY, OHIO
 CITY OF DELAWARE
 KESSLERBROOK STATION
 STREET, STORM & WATER IMPROVEMENTS
 LIGHTING, SIGNAGE & STRIPING PLAN

REVISIONS

NO.	DESCRIPTION	DATE

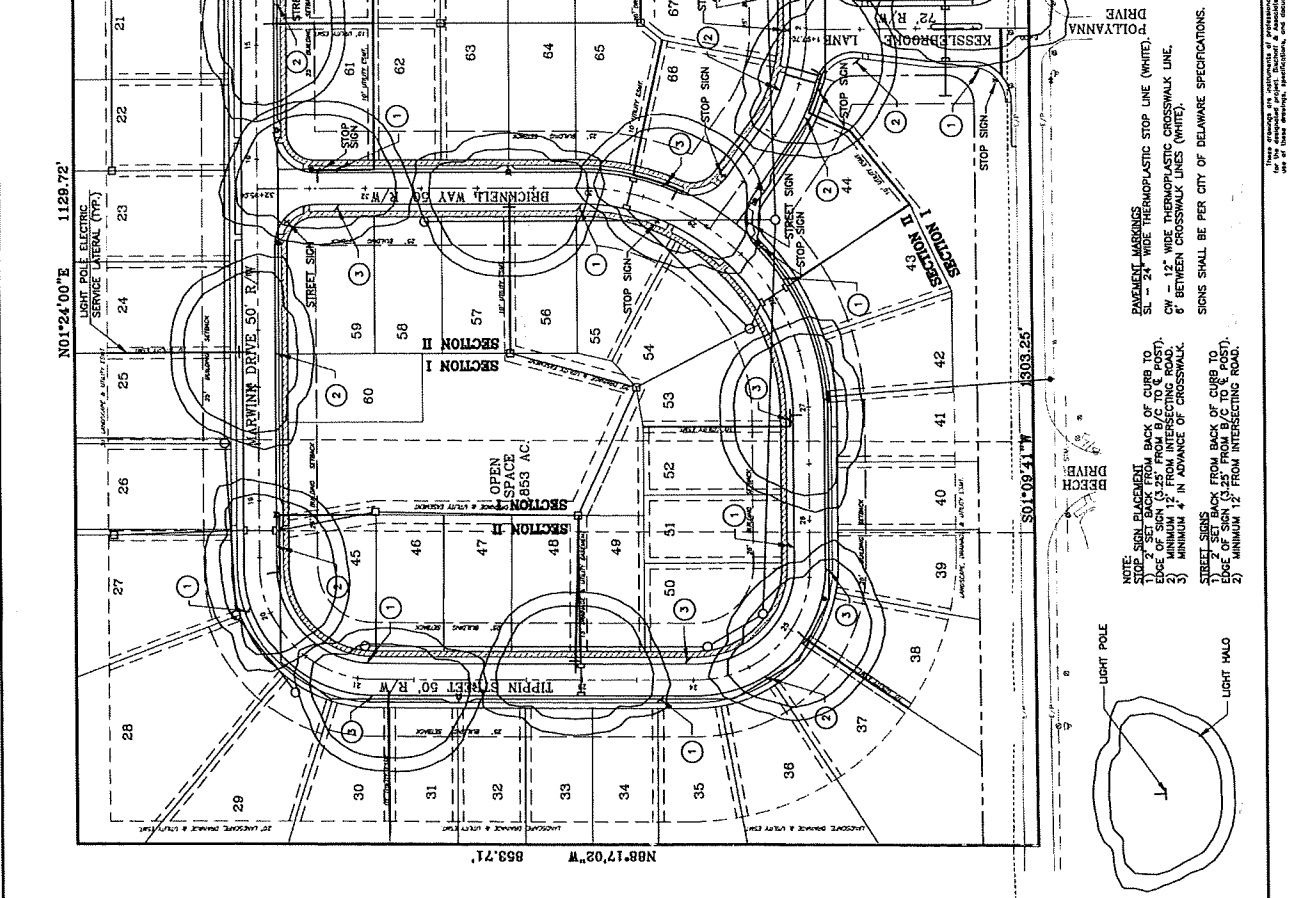
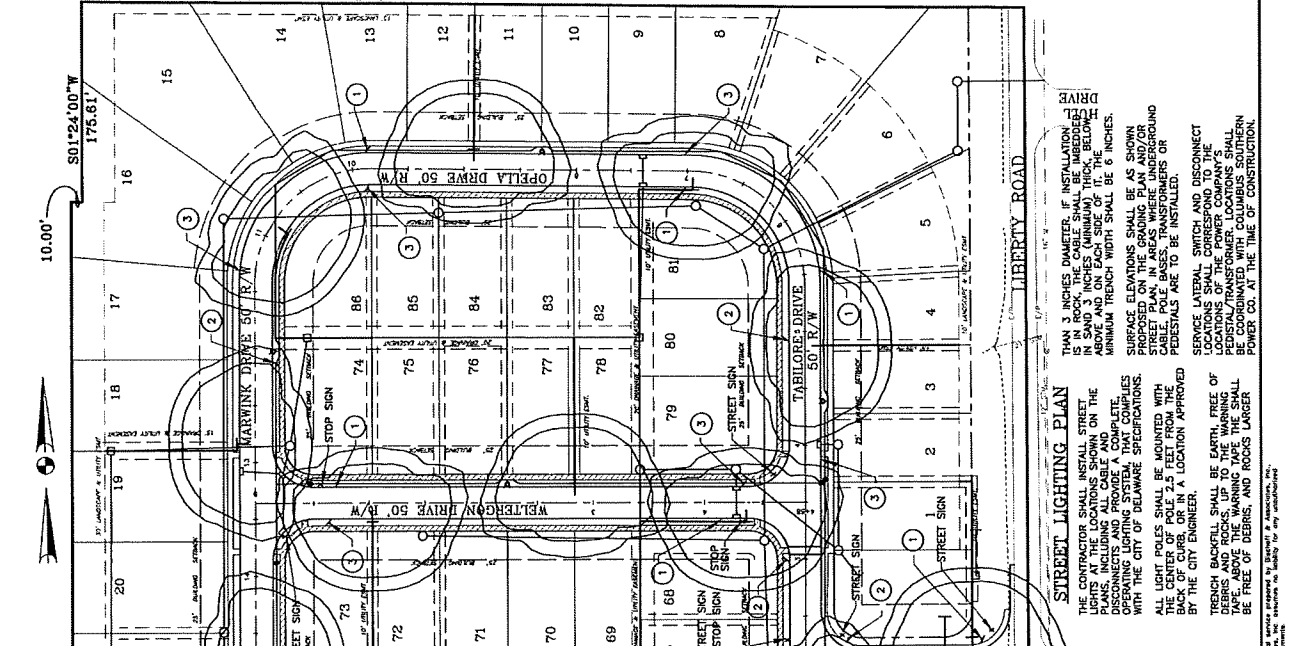
ISCHOFF & ASSOCIATES, INC.
 Consulting Engineers and Surveyors
 3800 North Main Street, Suite 100
 Columbus, Ohio 43212
 (614) 291-1122

SCALE
 1" = 50'

AGAD FILE 142416E
 PLOT 1-11-887
 Drawn: JEM
 Check: JEM

STREET SIGN SCHEDULE

TYPE	SYMBOL	ELEVATION
STOP	(1)	48" x 24" UT
R-55L	(2)	36" x 24" UT
R-55R	(3)	36" x 24" UT
R-55L	(4)	36" x 24" UT
R-55R	(5)	36" x 24" UT
NO PARKING	(6)	36" x 24" UT
NO PARKING ANY	(7)	36" x 24" UT
NO PARKING TRANSFORMERS	(8)	36" x 24" UT
NO PARKING ANY TRANSFORMERS	(9)	36" x 24" UT
NO PARKING TRANSFORMERS OR PEDESTALS ARE TO BE INSTALLED	(10)	36" x 24" UT
NO PARKING TRANSFORMERS OR PEDESTALS ARE TO BE INSTALLED	(11)	36" x 24" UT



STREET LIGHTING PLAN
 THE CONTRACTOR SHALL INSTALL STREET LIGHTS AT THE LOCATIONS SHOWN ON THE DRAWING. LIGHT Poles SHALL BE CONNECTED TO THE OPERATING LIGHTING SYSTEM THAT COMPLETES WITH THE CITY OF DELAWARE SPECIFICATIONS. ALL LIGHT Poles SHALL BE MOUNTED WITH THE CENTER OF POLE 2.5 FEET FROM THE GROUND. LOCATIONS APPROVED BY THE CITY ENGINEER.
 TRENCH BACKSLOTT SHALL BE EXposed, FREE OF DEBRIS AND ROCKS. UP TO THE WARNING TAPE. ABOVE THE WARNING TAPE THE SHALL BE FREE OF DEBRIS, AND ROCKS LARGER THAN 3 INCHES DIAMETER. IF INSTALLATION IS IN ROCK, THE CABLE SHALL BE IMBEDDED ABOVE AND ON EACH SIDE OF IT. THE MINIMUM TRENCH WIDTH SHALL BE 6 INCHES.
 SURFACE ELEVATIONS SHALL BE AS SHOWN PROPOSED ON THE GRADING PLAN AND/OR THE CITY ENGINEER'S TRANSFORMERS OR PEDESTALS ARE TO BE INSTALLED.
 SERVICE LATERAL SWITCH AND DISCONNECT LOCATIONS OF THE POWER COMPANY SHALL BE COORDINATED WITH COLUMBIAS SOUTHERN POWER CO. AT THE TIME OF CONSTRUCTION.

STREET SIGNAGE DETAILS
 PROP. B/C
 45°
 PARKING SIGN
 ODOT R-55L ODOT R-55 ODOT R-55R
 NO PARKING ANY
 NO PARKING TRANSFORMERS
 NO PARKING TRANSFORMERS OR PEDESTALS ARE TO BE INSTALLED

STREET SIGN SCHEDULE

TYPE	SYMBOL	ELEVATION
STOP	(1)	48" x 24" UT
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STREET LIGHT SCHEDULE

MANUFACTURER	TYPE	HEIGHT	WIDTH
AMERICAN	48" x 24" UT	48"	24"
AMERICAN	36" x 24" UT	36"	24"
AMERICAN	36" x 24" UT	36"	24"
AMERICAN	36" x 24" UT	36"	24"
AMERICAN	36" x 24" UT	36"	24"
AMERICAN	36" x 24" UT	36"	24"
AMERICAN	36" x 24" UT	36"	24"
AMERICAN	36" x 24" UT	36"	24"
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NOTE:
 1) STOP SIGN PLACEMENT SHALL BE 3' FROM BACK OF CURB TO EDGE OF SIGN (3'25" FROM B/C TO E POST).
 2) MINIMUM 12' FROM INTERSECTING ROAD.
 3) MINIMUM 4' IN ADVANCE OF CROSSWALK.
 4) STREET SIGNS SHALL BE PLACED FROM BACK OF CURB TO EDGE OF SIGN (3'25" FROM B/C TO E POST).
 5) MINIMUM 12' FROM INTERSECTING ROAD.

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