



Safety & Service Committee Meeting
Tuesday, September 1, 2020 - 5:00 PM
AGENDA

1. Call to Order
2. Action on Minutes
 - a. August 4, 2020
3. North Main Street; Speed/Extra Speed Signs - (Chief update)
4. Leafy Dell Traffic Control (Chief)
 - a. Chief of Police Review & Recommendation
5. Construction Project Updates
6. P.D. Cruiser # 3
7. Draft legislation - Large Vehicle Ordinance
 - a. Ordinance 49-2017 Draft
8. Sidewalk Replacement Program
9. Other Business
10. Adjourn



Safety & Service Committee
Tuesday, August 4, 2020 - 5:00 PM
MINUTES

1. Call to Order

Chairman Lee called the meeting to order for August 4, 2020 at 5:03 PM.

Members Present - Ben Lee, Doug Lehner, Marvin Block arrived after roll call at 5:40 pm
Absent - None

Staff present - Jim Lenner, Jack Liggett, Chief Haroon, Bailey Klimchak, Mayor Dutcher, Carol Van Deest, Cheryl Robertson, Teresa Monroe. Joined during - Doug Lehner, Marvin Block, Sharon Hendren

Public present - Ashley Fultz (Leafy Dell resident)

2. Action on Minutes

a. July 7, 2020

ACTION: Benjamin Lee moved to Approve the minutes as written; Doug Lehner seconded and the vote was as follows:

AYES: Benjamin Lee, Doug Lehner

NOES: None

ABSTAIN: None

Passed 2 - 0

3. Construction Project Updates - Jim/Jack

Jack Liggett updated projects as follows:

1. Westview project; went out for bid today and the hope is to coincide with the completion of the gas company, should be done with bidding by the eighteenth and after council accepts the bid work can start.
2. South Oregon project; the gas company is lowering main and service lines on South Main Street, plan to bid out in January or February to have an early spring start.
3. Well field project (at JYAA); currently in phase two which consists of drilling two new monitoring wells and capping and burying three existing non-usable monitoring wells. As soon as phase two is done, phase three will be the pump test to see what exactly we can get out of the aquifer adjacent to the water plant.
4. Enterprise Center project has been awarded, working to schedule project start meeting on running the sewer line, one easement left to get.
5. Route 62 project; curbs are in and paving began today, easily on schedule to be done

by September 4th.

6. Valleyview sewer lining; in phase one of two, bid came in approximately twenty thousand dollars under estimate, waiting to sign contracts. Phase two is the relief sewer which will take sewer down to wastewater plant quicker, is designed and staff working on easements. May be able to get less expensive funding as low as .17 percent, may delay bidding until December to secure funding at the lower interest rate.

7. Salt temple; got the building on a pre-bid procurement, balance of project is lower than fifty thousand dollars so working to get numbers from independent contractors. The new salt truck should be outfitted and ready by the end of September.

4. Village Assistant Prosecutor - Chief Haroon

a. Mayor's Court Report

Chief Haroon provided a summary of his report reviewing the processes of Johnstown Mayor's Court. In the end it is Chief Haroon's recommendation to move away from the current Prosecutor and obtain the services of a new one for legitimacy reasons discussed in the report. Chief Haroon said he also believes that Mayor's Court should not be under his management as it is a conflict of interest and should be under the Village Manager in a separate branch of government. Mr. Lee said that makes sense to him and would need to be an adoption of Council; there was follow up discussion on Police Department structure and procedures as well as the addition of a Detective.

ACTION: Mr. Lee moved to go forward with Chief's recommendation with respect to moving the work structure of Mayor's Court under Jim (Lenner) and the administration side away from the Police Department as well as reassigning a new prosecutor for the balance of the year and then moving forward with the fundamental changes outlined in the report; Mr. Lehner seconded and the vote was as follows:

AYES: Lee, Lehner

NOES: None

ABSTAIN: None

2 - 0

5. Updated Speed Studies - Chief Haroon

Discussion moved up on the agenda for the benefit of a resident in attendance for this topic.

a. Stonehedge Row Drive

Chief Haroon presented results of the Stonehedge Row Drive speed study. A member of the public present said she lives on Parkdale and has had concerns on speed in the area for a while and asked Chief Haroon what his plan would be to decrease the speed in the neighborhood. Chief said his conclusion at the end the study showed it will be a target enforcement area and officers will be using hand held radar to enforce speed limits. Mr.

Lehner said the speed down Leafy Dell Road should also be a target of enforcement. Chief Haroon said he would like to do another study after heavy target enforcement to see if it lowers the numbers.

6. Disorderly Conduct Enforcement - Enacted July 2nd (See Chief opinion report under item 6a)
Mr. Lee asked if the Ordinance had been of any use since its inception at the beginning of the month; Chief reported that a couple residents have come in and talked to him about their loud vehicles but thus far no problems with enforcement and no a lot of complaints.
7. False Alarm Ordinance - Continue to explore or table
 - a. Chief of Police opinion report
Chief Haroon's report sent with the packet showed an average of eleven false alarm calls per month; recommendation that a false alarm ordinance not be adopted at this time. There was no objection from the committee.
8. Sidewalk Replacement Program
Moved discussion to next month.
9. Lighting Needs in Village - Chief Haroon
Report information provided by Sgt. Smart.
 - a. Outages
Chief Haroon provided a report detailing light outage locations; will be passed along to the Service Department and AEP.
 - b. Obscure Areas
Chief Haroon provided a report listing locations throughout town with dark areas, security could be improved with additional light poles in certain areas. Discussion on previous conversations with AEP and their billing practices with regard to several lights in town that have been out for an extended period of time without being repaired. Jack Liggett said he would get in touch with the AEP representative and then get back to Council with costs and ability to prioritize certain areas. Mr. Lehner asked if the village was able to maintain street lights, Mr. Liggett said the contracts are widely varied but generally speaking said they will change the light bulbs and traffic lights as they go out, can maintenance simple ballasts unless the poles belong to AEP; if past the ballast, they call an electrician. Noted that the Service Director has been working with the AEP representative on the outage repairs. Mr. Lehner offered some insight on process of the City of Columbus and the potential of joining AMP Ohio for training as well as complex repairs.
10. "NO TURN ON RED" sign on Rt 62/Main St
Mr. Lehner noted this sign currently hangs on the same arm as the stop light, there was discussion on relocation for better visibility. Also discussion on duplication of lane signs at the intersection as well as the speed limit signs on US62 between Oregon Street and SR37 and the different speed limits relative to direction of travel. Chief Haroon said he did not feel the "No Turn on Red" sign was properly posted and that the ideal location for it would be just to the right of the traffic signal. Mr. Lenner said some time in September ODOT will re stripe the intersection.

11. Other Business

Vision Statement: The Village of Johnstown is dedicated to providing a secure community environment that fosters cultural, recreational, educational and economic opportunities while preserving our unique historical character

No further business at this time.

12. Adjourn

ACTION: Doug Lehner moved to adjourn; Marvin Block seconded and all were in favor:

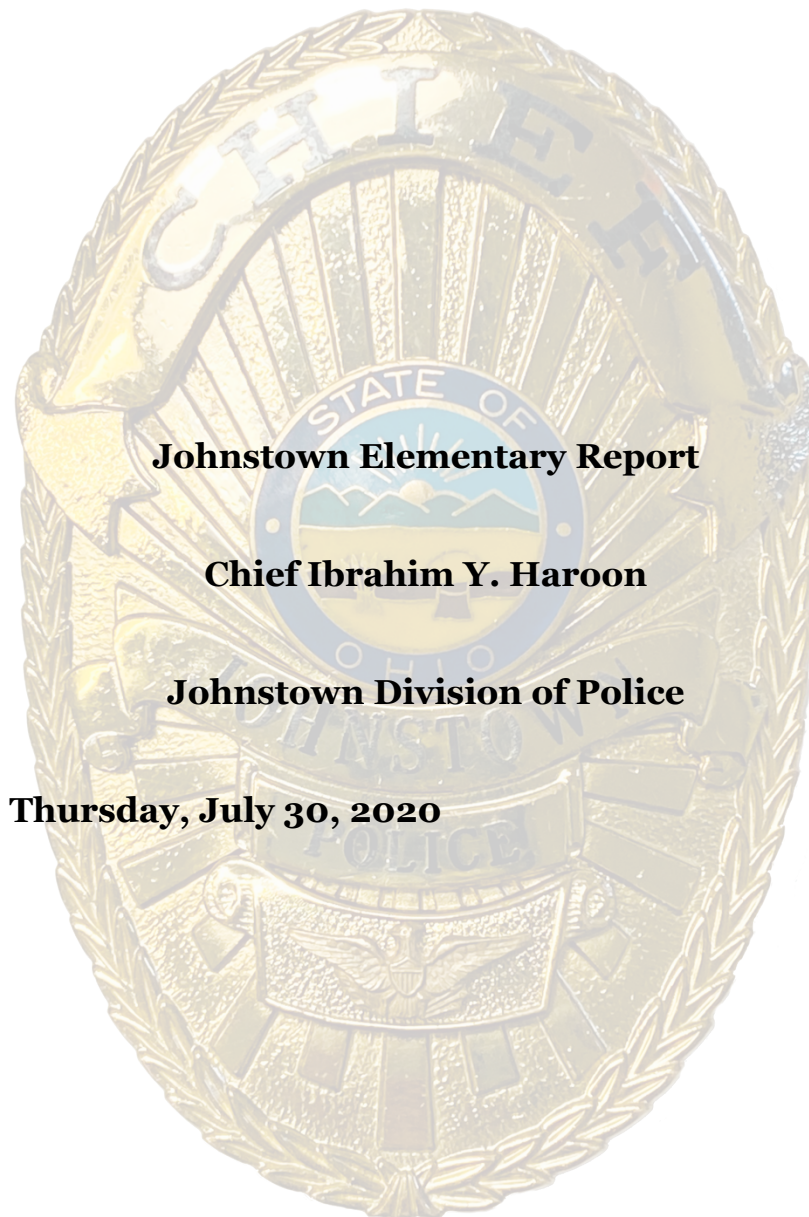
AYES: 3

NOES: None

ABSTAIN: None

3 - 0

The meeting adjourned at 6:29 p.m.



Johnstown Elementary Report

Chief Ibrahim Y. Haroon

Johnstown Division of Police

Thursday, July 30, 2020



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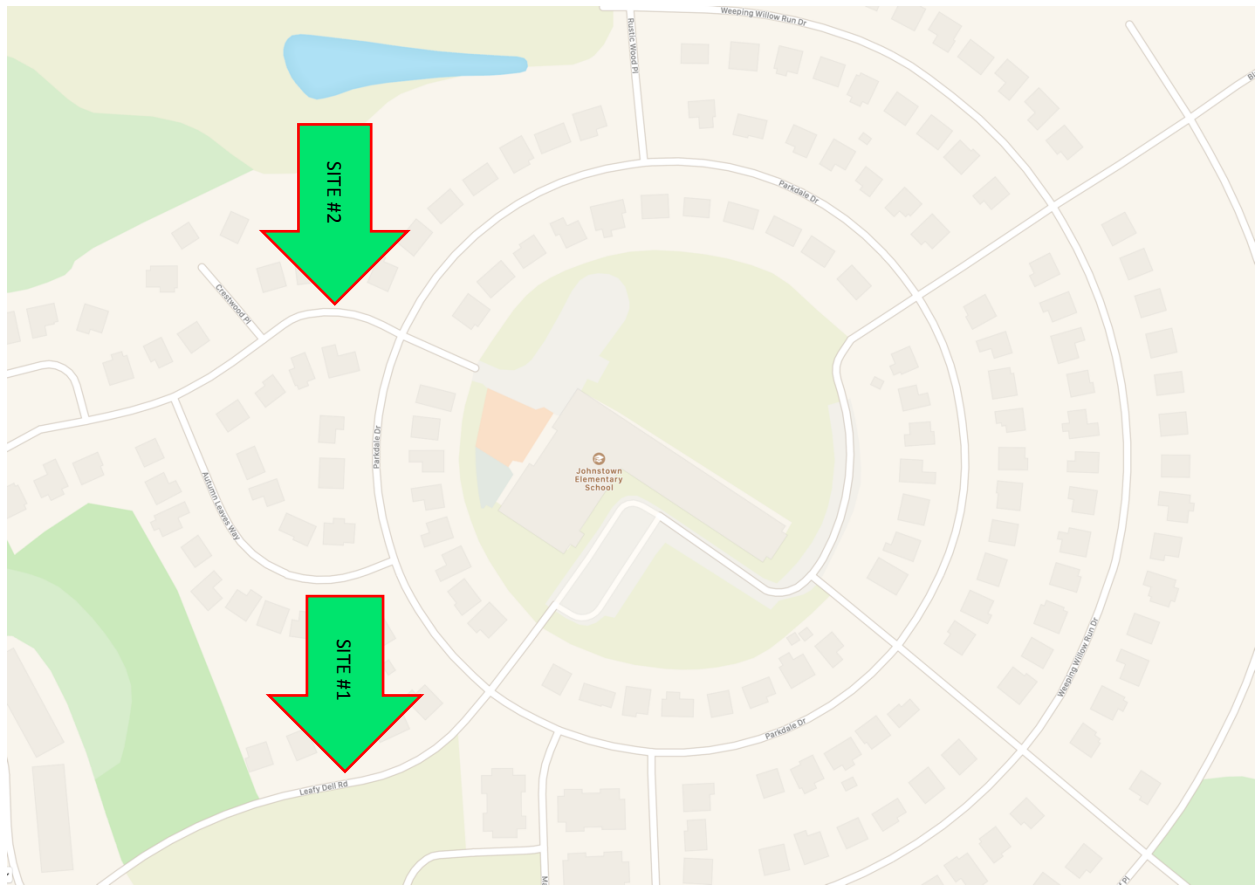
Problem Statement:

It has been reported that during school hours, families that are providing their transportation are causing an issue with traffic flow and disrupting the normal operations of the Leafy Dell Subdivision. The probability of this being higher than average is plausible as families are less likely to have their children ride school buses (due to the novel COVID-19). With that being stated, the school anticipates a drop in “in-person” attendance by an estimated 20% to 30% for the first quarter of the 2020/2021 school year. Meaning that the in-person attendance will be an estimated 70% to 80% of what it conventionally is.

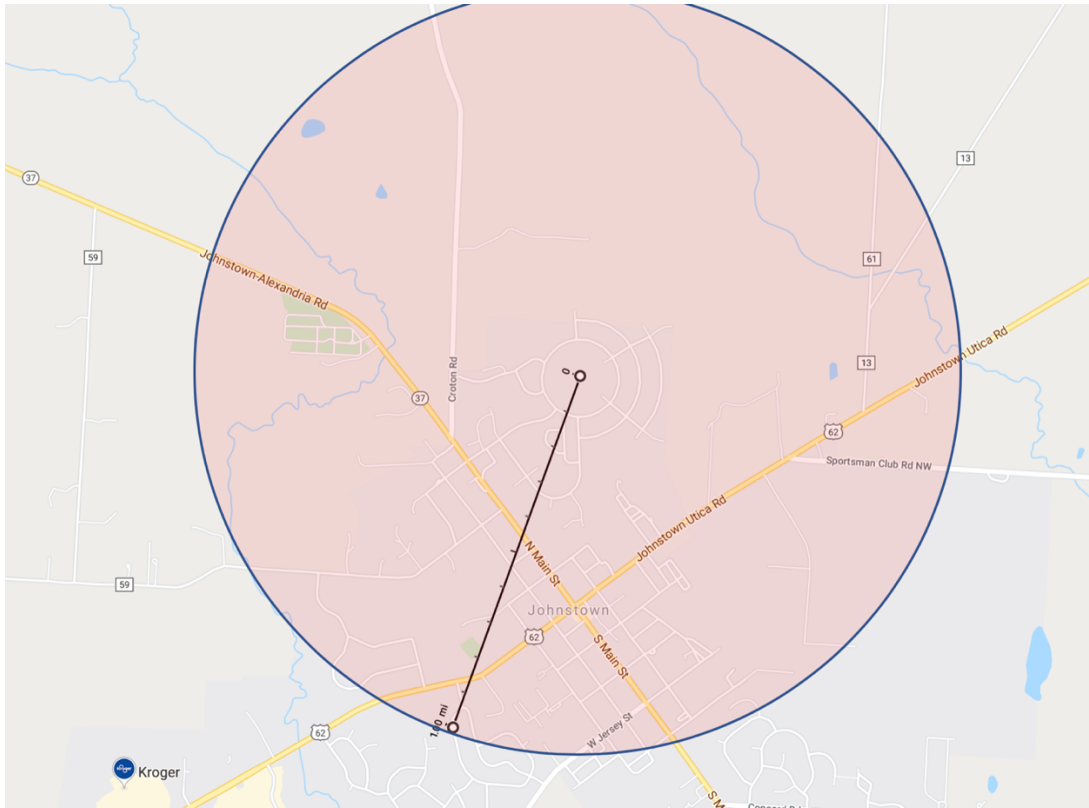
Opening review:

This document aims to review the pick-up and drop-off procedures that occur within the Leafy Dell Subdivision. Johnstown Elementary School is located in the middle of this subdivision. While aesthetically pleasing, it does provide some challenges for the residences during the active school year. Displayed below is a “street view” map of the area. The orientation of all maps is faced due north.

Represented by two green arrows are the two main entrances that lead in and out of the subdivision. Site #1 is Leafy Dell Road. It is approximately 1,462 feet in length. It is also reasonably graded and allows for a reasonably unobstructed view of its length. Site #2 is approximately 1,397 feet in length. Almost contrary to Site #1, it is not graded and does not allow for an unobstructed view of its length. The circle in the center of the subdivision is Parkdale Drive. Parkdale Drive is approximately 3,440 feet (.65 mile) in length (circumference).



Monday through Friday, two times daily, traffic is considered heavy in and around the area during school hours. During these times, parents drop their children off at school, and also pick them up. If families live within 1.5 miles of the school, they must walk or seek their transportation. The data necessary to estimate the impact of these families is difficult to obtain. However, placing a one-mile bubble around the school is a ruff estimation of families commuting into the area (see map below).



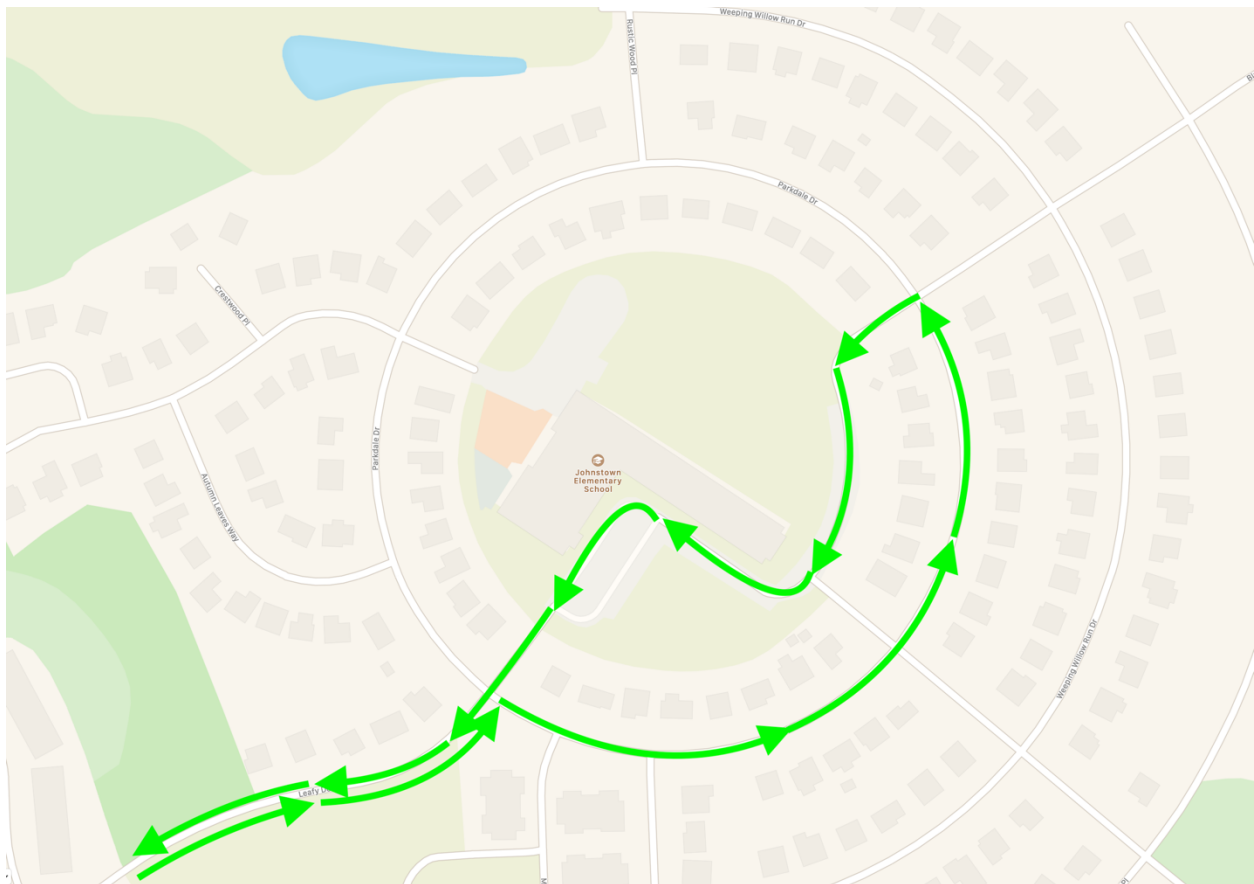
Three items significantly affect the time it takes for the traffic to dissipate. 1. The speed that parents have their children exit their vehicles. 2. Inclement weather. 3. The time in which parents arrive and depart the area.

School officials advised that they currently have a plan to address traffic issues. They have several staff members aid in the “drop off” and “pick-up” phase, and school personnel direct traffic in and out of the school lot during congested times. This method is concerning as; 1. Staff members do not have the authority to lawfully direct traffic. 2. Do not have the authority to allow for the lawful disregarding of traffic control devices (stop sign at the intersection). 3. Staff members violate the law by knowingly being within the roadway (outside of a crosswalk) where vehicular travel occurs.

With the above stated, school officials do have the ability to direct traffic on the school's property.

Traffic:

The vehicles enter from Leafy Dell Road, then turn right onto Parkdale Drive (counterclockwise). Once they reach Blueberry Hill Road, they turn left and enter the school (see map). All roads are two-way roads, with no parking on the outer ring (right side if one were traveling counterclockwise).



The total approximate distance from North Main Street to the school's front door using the above-displayed method is 3,946 feet (.75 mile). The average length of a motor vehicle is 14-feet. As an estimate, I will calculate that the average distance between vehicles is 4-feet, which means that the average distance is 18-feet. Given the distance, the traffic pattern allows for 219 vehicles to enter this way. It was stated that the approximate student population is 800.

Given that families are commuting more, it is highly probable that traffic will, and does, backup on North Main Street. Add the anticipation that most will not ride the bus because of concerns over COVID-19, the 20% decline in the in-person study, and the likelihood is still likely to multiply. With that stated, a reliable method of student drop-off will alleviate most congestions from reaching North Main Street, which means that the staff and parents will likely need to be efficient at "dropping-off" their students.

Students walking:

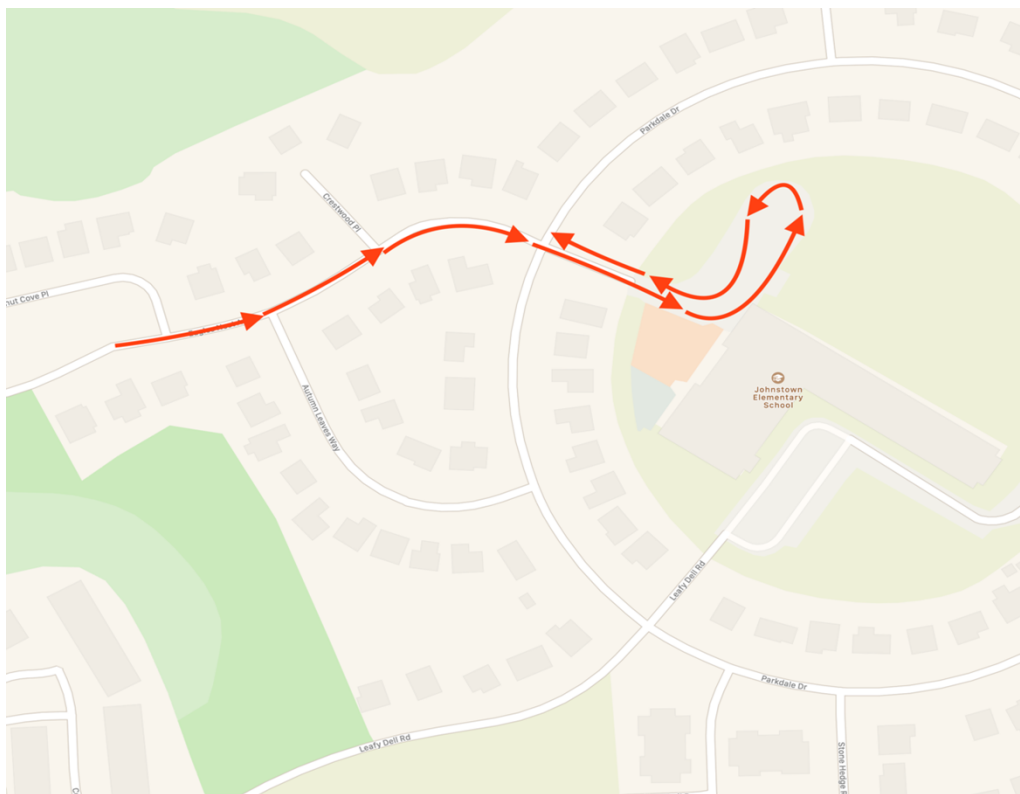
A significant number of students will likely walk to school. Two events will drive this. 1. Students will reside close enough to walk. 2. Parents will release their children from their vehicles (as they will not be willing to wait). It is also worth observing that students who ride bikes will also be in the area. These students will likely come from all areas within subdivision and neighboring areas.

Students that ride their bikes to school will park their bikes on the north side of the school. This will cause "bike riders" to cross traffic in the heavily congested area. The most massive amount of foot traffic will come from students and family members walking in and around the area. While it is plausible that most will congregate near the Leafy Dell Road entrance, it is also a realistic belief that they

will come from all areas. Steps to educate proper crosswalk usage should be attempted.

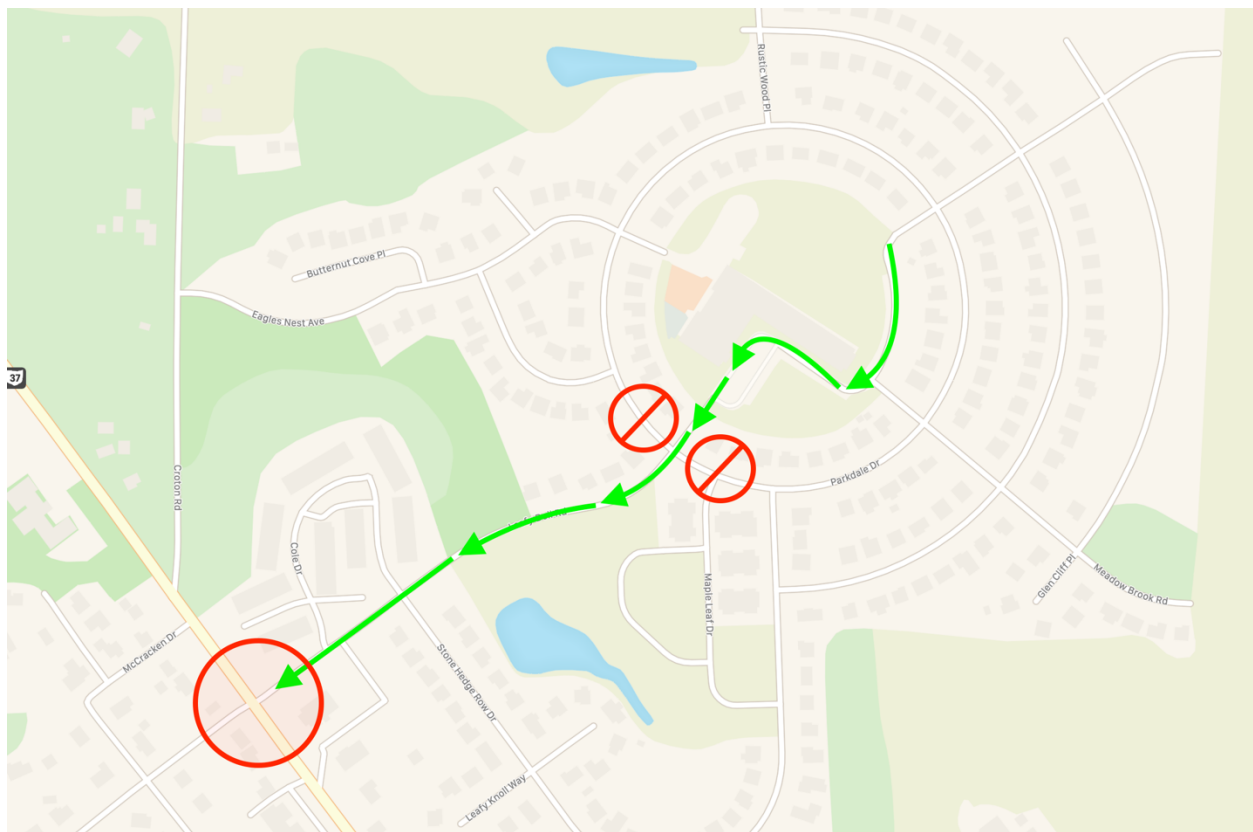
Busses:

Parent drop-off is also contingent upon the buses arriving in the area. Busses arrive from Eagles Nest Landing and report to the back of the school. They do a student drop-off at this location and exit the same entrance. School members prohibit cars from turning left from Leafy Dell Road. This is so that cars do not interfere or delay school busses. There seemed to have been a consensus from the school staff that they did not want vehicles to impede the school bus operations. The map below illustrates how the busses enter and exit the area.



Dismissal:

Once a vehicle drops off students, it is left with one option. The vehicle must travel straight on Leafy Dell Road. Members of the school direct motorists to obey this. Such an action could cause backups on Leafy Dell Road once they reach North Main Street.



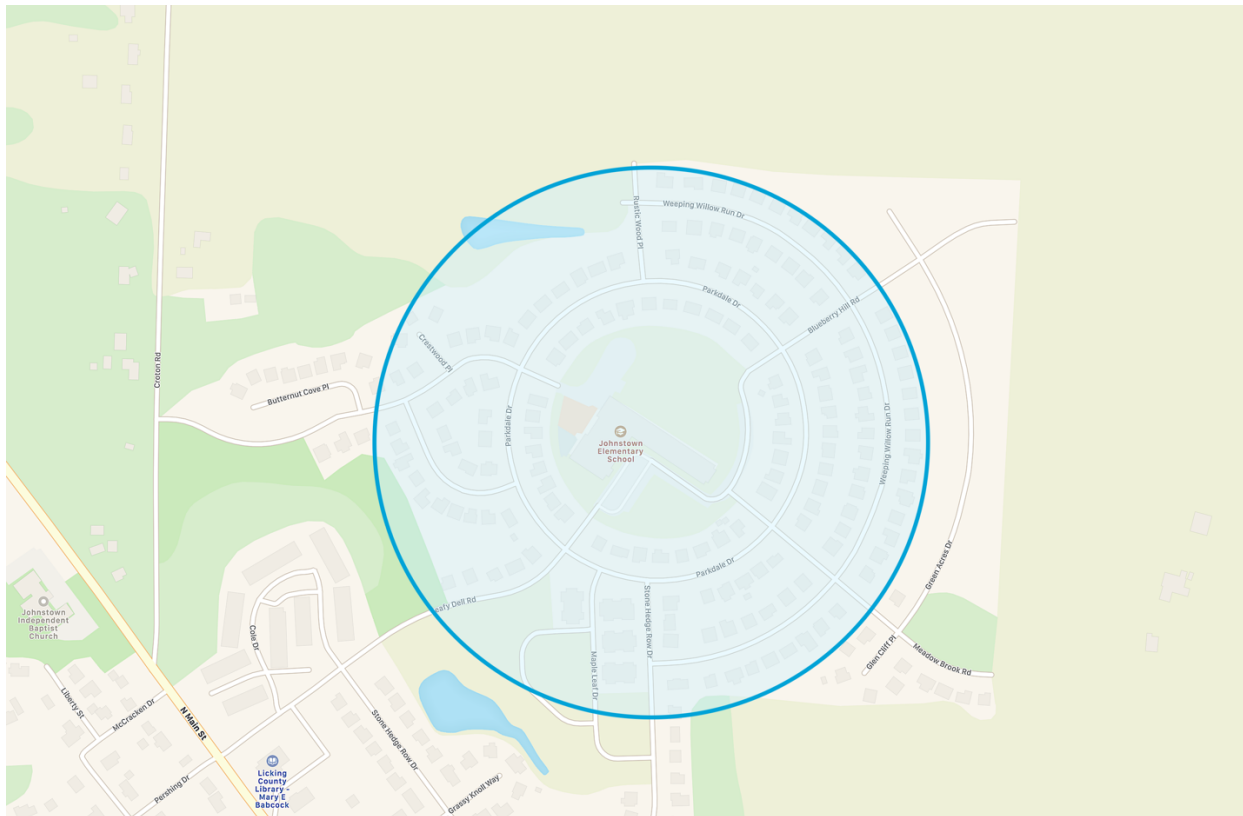
Road Conditions:

Most notable was the absence of school safety zone markings, and school speed limit signs. Attached on the map below is a 1000' radius that covers areas that should have school speed limits posted. Times need not be covered. However, the

signs should state “during restricted times.” The Village should consider adding pavement markings for the school zones (similar to S. Main St.) on the following two streets:

A: Leafy Dell Road

B: Eagles Nest Avenue



It was also noted that several of the intersections were missing some of the crosswalks. Most notable were the intersections at Leafy Dell Road and Parkdale Drive, Meadow Brook Road and Parkdale Drive, Blueberry Hill Road and Parkdale Drive, and Eagles Nest Avenue and Parkdale Drive. All of the above stated intersection did have crosswalks going across Parkdale Drive. However, they did not have crosswalks going across the other roadways (see attached aerial

photo). It is my recommendation that there be a crosswalk on all sides of the roadway.



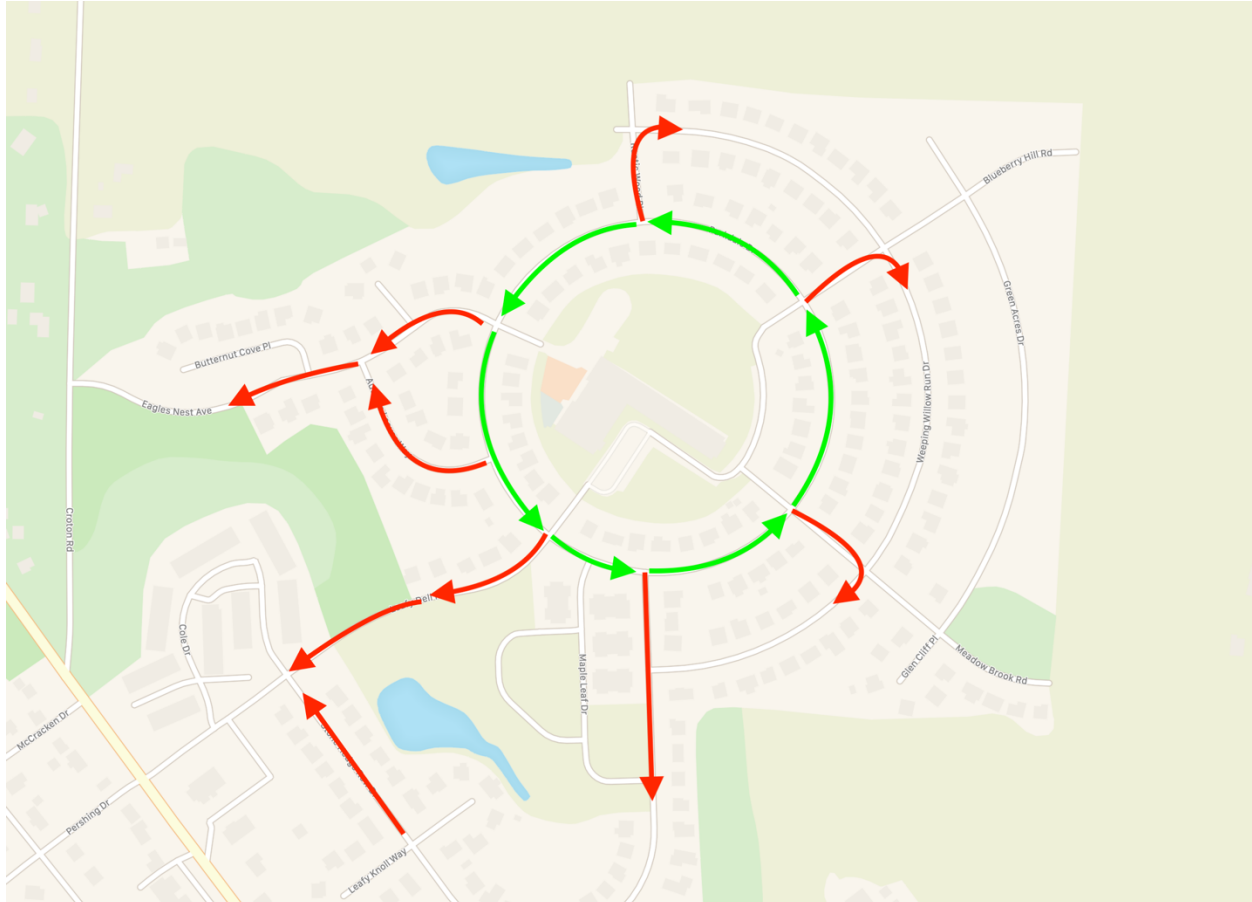
Last is the sign that is at the intersection of Leafy Dell Road and Parkdale Drive. I found that this may cause some confusion with motorists. The sign does clearly state “no left turn,” but then states hours below. I found that the amount of data makes the signage muddy and difficult to read if passing it at 25-mph.



Recommendations:

Consider making Parkdale Drive a circular one-way street. The street should flow counterclockwise. Such a traffic implement may cause minor inconveniences for residences within the inner ring of the subdivision. However, the safety would outweigh the inconveniences. Students and families that walk or ride bicycles to (or from) school would only watch for vehicles in one direction. The roadway becomes a larger area to traverse, and some signs and pavement markings would

not be needed. Ultimately, people would be able to freely exit the area with little restrictions.



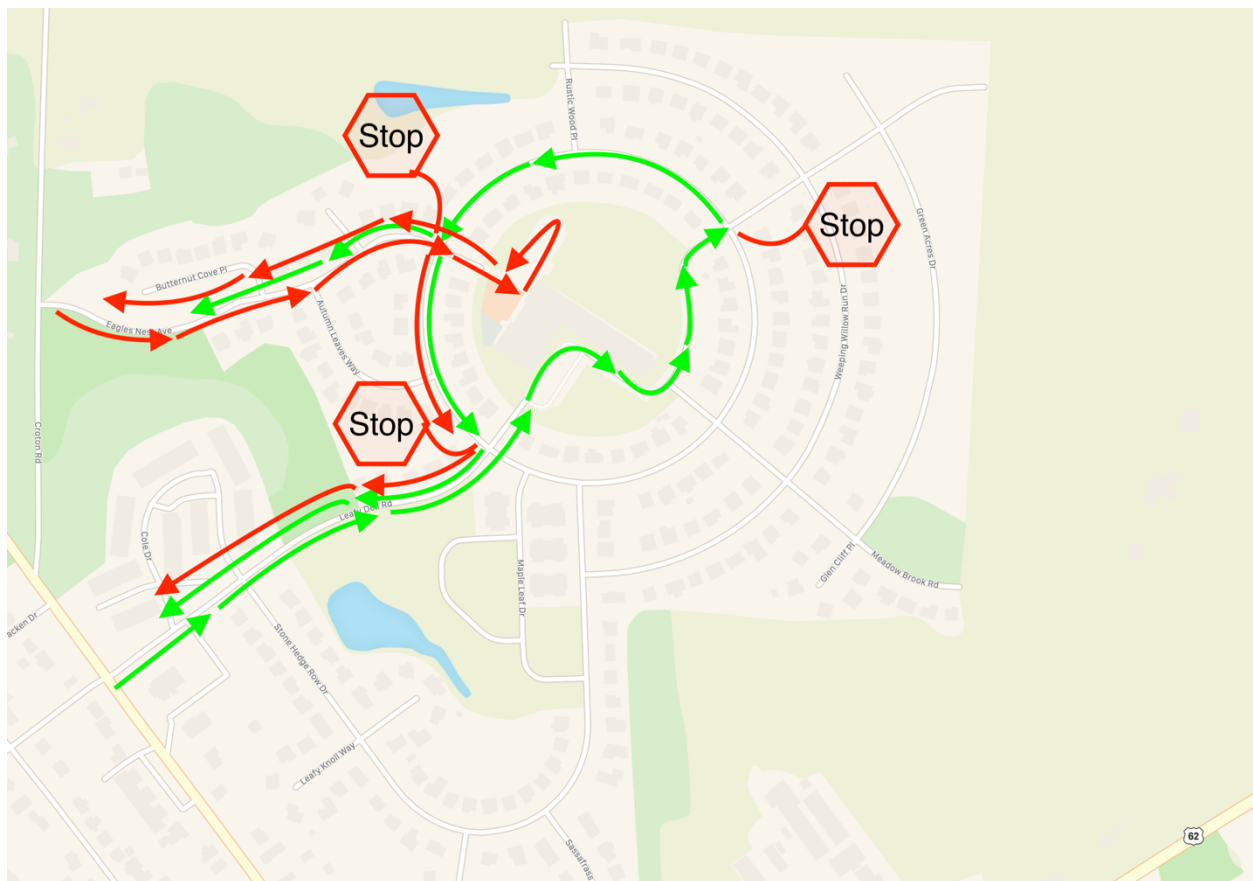
Next, have the school follow the following drop-off procedure:

If vehicles are dropping off, they must remain to the left of the roadway. This allows for other motorists to still drive down Parkdale Drive. Under the current plan this is not plausible.

*** Note: The green arrows are for families and the red arrows are for school buses. ***

You will notice that motorist will have different options to exit. Although not recommended, motorists may drop students off on Parkdale Drive and exit the subdivision.

Buses may also exit two different ways. Three-way stops will aid in congestion and allow for students to cross in safety (should motorists follow traffic laws). Although not aimed at calming, the traffic control devices will act as traffic calming devices and slow motorists down.





It should be observed that the above plan allows for minimal “cutting off.” Which seems to be a major concern of the current model.

If the above is not considered, Then the current drop-off is an acceptable practice. As people become acclimated to processes, they naturally become complacent and follow with little interrupting.

If you have any questions about what was presented please feel free to reach out to me. Thank you for your time and consideration.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Ibrahim Y. Haroon", written over a horizontal line.

Ibrahim Y. Haroon, Chief of Police



ORDINANCE 49-2017

AN ORDINANCE AMENDING THE CODIFIED ORDINANCES OF THE VILLAGE OF JOHNSTOWN SECTION 351.14 REGARDING PARKING OF LARGE VEHICLES

Whereas, Section 351.14 of the Codified Ordinances of the Village of Johnstown regulates large vehicle parking on streets and alleys within the municipality; and

Whereas, the Village desires to amend Section 351.14 to include regulation of such vehicles on property zoned or used as residential; and

NOW THEREFORE BE IT ORDAINED by the Council of the Village of Johnstown, Licking County, Ohio as follows:

Section One Additions to Codified Ordinance Section 351.14 are shown in grey.

351.14 PARKING OF LARGE VEHICLES PROHIBITED.

(a) No person shall park any truck (with the hauling capacity more than five tons), tractor, trailer, bus, or camper upon the street and alleys of the Municipality, or on property currently zoned Residential or used as a residence, for more than two hours. However this section shall not apply to trucks or trailers used in conveying of the necessary tools and materials to premises where labor using such tools and materials is to be performed during the actual time of parking such trucks or trailers. Nor shall it apply to motor trucks or buses conveying passengers to any public meeting, assembly, church, convention or entertainment during the actual session of any such public meeting, assembly, church, convention or entertainment, not to the actual time during which a motor truck, tractor, trailer or semi-trailer is being loaded or unloaded or used to deliver or hoist property or merchandise for the completion of a delivery.

Section Two It is found and determined that all formal actions of this Village Council concerning and relating to the recommendation of adoption of this Ordinance were approved in an open meeting of this Village Council and that meetings resulted in such formal action where meetings open to the public, in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code and the Charter for the VILLAGE OF JOHNSTOWN

Date of Introduction: October 17, 2017

By: _____

Sean Staneart, Mayor

Date of passage: _____

Effective Date: _____

ATTEST TO:

APPROVED AS TO FORM:

Teresa Monroe, Clerk of Council

Yazan Ashrawi, Law Director