



Safety & Service Committee Meeting
Tuesday, July 7, 2020 - 5:00 PM
AGENDA

1. Call to Order
2. Action on Minutes
 - a. June 2, 2020
3. Traffic Sign Study (Chief Haroon)
 - a. Staff report
4. Oregon Street / Williams Street Stop Signs (Jack)
5. Speed Studies around town (Chief Haroon)
 - a. Mink Street
6. Stone Hedge Row speed callout - Traffic calming (Jim / Bailey)
7. Parking Ticket Fines (Chief Haroon)
8. Village Assistant Prosecutor (Chief Haroon)
9. Additional Village Lighting suggestions (Chief)
10. Oregon Street Project Funding update (Jim)
11. Construction Project Updates - If anything new
12. False Alarm Ordinance - Continue to explore or table
13. Sidewalk Replacement Program - Revisit discussions
14. Other Business
15. Adjourn



Safety & Service Committee
Tuesday, June 2, 2020 - 5:00 PM
MINUTES

1. Call to Order

Ben Lee called to Order the Safety & Service Committee for June 2, 2020 at 5:09 PM.

Present - Benjamin Lee, Marvin Block

Absent - Doug Lehner

Staff present - Jim Lenner, Chief Haroon, Bailey Klimchak, Mayor Dutcher, Jack Liggett, Cheryl Robertson, Jim Blair, Teresa Monroe

Public present - None

2. Action on Minutes

a. May 5, 2020

ACTION: Mr. Block moved to approve; Mr. Lee seconded and the vote was as follows:

AYES: Benjamin Lee, Marvin Block

NOES: None

ABSTAIN: None

Passed 2 - 0

3. Admin / PD Entrance spaces - Security & Safety

The safety and security of the Admin office was discussed earlier in the year, the re-design of the entry way has been put on hold as priority has shifted to health and safety relative to COVID-19; Plexiglas shield has been installed at the front. The Police Department entry way was updated recently, Chief Haroon said they are in good shape with PPE. Jack Liggett said service Department is fine.

4. Construction Project Updates

Jack Liggett updated on projects: Kasson Street - working with engineers to correct a problem at the corner of Pratt Street, hoping to have project wrapped up soon. Will have a meeting tomorrow about S. Oregon Street and moving utilities. Westview is on hold because the gas company still needs to come in and locate their lines to see if they need to be lowered. Sidewalks were poured on Benedict, framing is under way on US62. Bid opening for phase one of the sanitary sewer upgrade on Valleyview and Mink is on June 9th. Jim Lenner said easements for the Enterprise Center have been recorded and returned, permit to install (PTI) for water is drafted. Mr. Lee inquired on any progress with Mr. Holbrook's previous commitment to annex after being provided with village water; after discussion, Mr. Lenner said he would have the Law Director review.

5. Downtown Outdoor Dining

The administrative order allowing alcohol consumption in cafe seating outside in the downtown corridor has been extended until August 9th, no issues have been reported. There has been a desire to make this permanent, staff is researching a Downtown Outdoor Refreshment Area (DORA). Ideas for border area as well as any concerns were discussed among staff and committee. Bailey Klimchak said she has a call with the Law Director on Wednesday to discuss options and will be better prepared to address the village's needs and continue discussion on whether this is possible and what it could look like.

6. Street Lighting - Downtown space

Mr. Lee noted lighting has been a discussion of Safety Service Committee in the past and with more activity recently in the downtown area wondered if there were opportunities seen that necessitate more lighting downtown, or in other areas of town. Chief Haroon said he thinks the more lighting the better, it deters criminal activity and enhances visibility for not only police but everybody in the community. Officers submitted a list reporting thirty nine street lights out and was recently passed on to the Service Department who has started working on those; some belong to AEP and may have been previously reported. Committee directs staff to put some pressure on AEP for lights that have been reported several times and not fixed. Chief Haroon said he would also direct night shift officers to provide insight on areas of town that would benefit from improved lighting.

7. Speed Studies around town - Chief

Chief Haroon presented statistical information on a traffic study done in the area of Crestview and Hillview Drives; complaints in the area are likely due to the roads being used as a cut through during construction on Coshocton Street. Speed trailer was in place for an eleven day period from May 21, 2020 to June 1, 2020; survey showed approximately 205 vehicles per day with the highest activity period between three and five pm. Other statistical information on calls for service, traffic stops, accidents etc. were reviewed.

8. Other Business

1. Jim Lenner said he has had a request from a local resident for a peaceful protest Saturday on the village square, he has passed them along to the Police Chief to work out details.

2. Jack Liggett said last year, the addition of slanted parking along Phalen was discussed and he wanted to check if still wanted and would be good with continuing to put that in; he would like to get it done by the end of July. After discussion, Mr. Lee said he would bring up with greater Council at tonight's meeting.

9. Adjourn

Mr. Lee adjourned the meeting at approximately 6:15 pm

VILLAGE OF JOHNSTOWN OHIO

TRAFFIC SIGN STUDY

SOUTH OREGON STREET AT WEST COLLAGE STREET

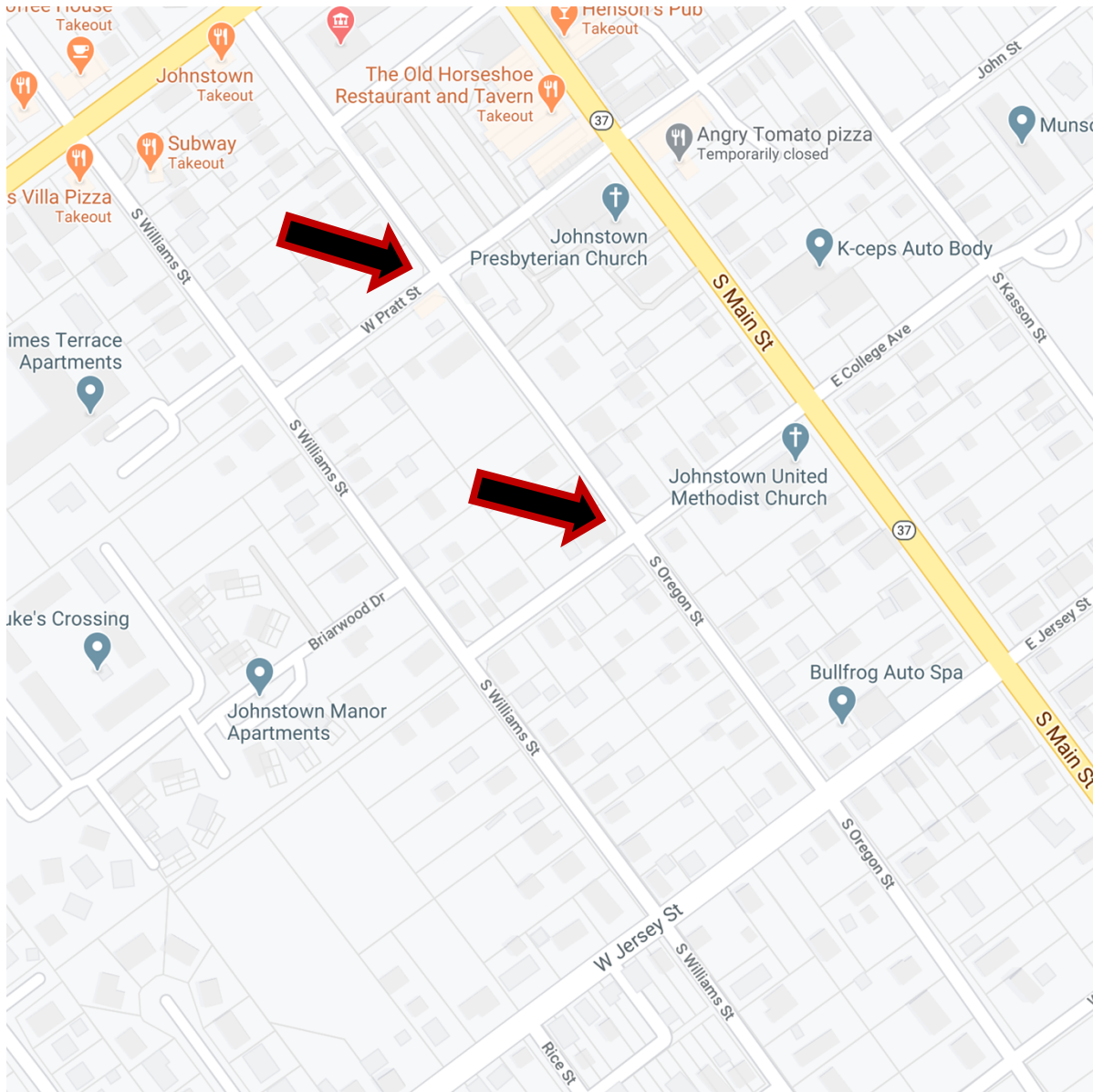
SOUTH OREGON STREET AT WEST PRATT STREET

SOUTH OREGON STREET AT WEST MAPLE STREET

WEST COLLAGE STREET AT NORTH WILLIAMS STREET

CHIEF IBRAHIM Y. HAROON

The following illustrations outline the surveyed area:



Location:
South Oregon Street at West Collage Street
South Oregon Street at West Pratt Street



Location: South Oregon Street at West Collage Street &
South Oregon Street at West Pratt Street

Details: On Tuesday, June 23, 2020, near 08:13, I conducted a site survey on the aforementioned locations. The following report is a reflection of my findings.

Surveyed timeline: Daylight hours, intermittent light showers, heavy cloud cover, no auxiliary lighting activated. Near summer, with full foliage on trees and shrubs.

Road conditions: Light traffic flow, asphalt roadway (some textured, some worn textured, some moderately poor). The coefficient drag-factor is likely high in some areas, no edge lines, no center line, sidewalks near the westside of the roadway.

The following illustrations outline the surveyed area:



Location:
North Oregon Street at West Maple Street
West Collage Street at North Williams Street



Location: North Oregon Street at West Maple Street &
West Collage Street at North Williams Street

Details: On Tuesday, June 23, 2020, near 08:13, I conducted a site survey on the aforementioned locations. The following report is a reflection of my findings.

Surveyed timeline: Daylight hours, intermittent light showers, heavy cloud cover, no auxiliary lighting activated. Near summer, with full foliage on trees and shrubs.

Road conditions: Light traffic flow, asphalt roadway (some textured, some worn textured, some moderately poor). The coefficient drag-factor is likely high in some areas, no edge lines, no center line, sidewalks near the eastside and westside of the roadway.

South Oregon Street at West Collage Street

Onsite observations: Relatively open roadway with overhead wiring. The wiring is likely to be that of communications and power. This intersection does transition from relatively poor asphalt that may hinder the friction of rubber tires, to moderately worn asphalt that would likely be close to ideal for surface gription. Most traffic control devices (stop signs) within this intersection are in conformance with the Ohio Revised Code. They are placed at an appropriate height, reflective, placed inconspicuously, and perpendicular to the lane of travel. With the aforementioned stated, none of the signs adequately state; “4-WAY.” As the under signage is faded or missing. The sign on the southwest corner is tilted and likely not to be viewed as perpendicular. It was also noted that none of the stop signs had an accompanying stop-bar (white line). While this is not a conformance matrix (if no stop-bar is present, the vehicle will stop in relation to the posted sign), it is my recommendation that they be added for improved visibility.

Attached photos:



South Oregon Street at West Pratt Street

Onsite observations: Relatively open roadway with overhead wiring, some low hanging tree branches are obstructing the view of the traffic control device (stop sign). The wiring is likely to be that of communications and power. This intersection is moderately worn asphalt that would likely be close to ideal for surface gription. Most traffic control devices (stop signs) within this intersection are in conformance with the Ohio Revised Code. They are placed at an appropriate height, reflective, placed inconspicuously, and perpendicular to the lane of travel. With the aforementioned stated, only some of the signs adequately state; "4-WAY." As some of the under signage is missing. It was also noted that none of the stop signs had an accompanying stop-bar (white line). While this is not a conformance matrix (if no stop-bar is present, the vehicle will stop in relation to the posted sign), it is my recommendation that they be added for improved visibility.

Attached photos:



West Pratt Street (One-way)

Onsite observations: Relatively open roadway with overhead wiring. The wiring is likely to be that of communications and power. This roadway is relatively poor asphalt that may hinder the friction of rubber tires. All traffic control devices (DO NOT ENTER & ONE WAY) are in conformance with the Ohio Revised Code. They are placed at an appropriate height, reflective, placed inconspicuously, and perpendicular to the lane of travel. It was noted that the stop sign at the intersection of West Pratt Street and South Main Street was slightly obscured by a small tree. It was also noted that the stop signs had an accompanying stop-bar (white line). I had no outward recommendations for this area.

Attached photos:



South Oregon Street at West Maple Street

Onsite observations: Relatively open roadway with overhead wiring. The wiring is likely to be that of communications and power. Some low hanging tree branches are obstructing the view of the traffic control device (stop sign). This intersection does transition from worn asphalt that is likely good friction for rubber tires, to moderately worn asphalt that would likely be close to ideal for surface gription. All traffic control devices (stop signs) within this intersection are in conformance with the Ohio Revised Code. They are placed at an appropriate height, reflective, placed inconspicuously, and perpendicular to the lane of travel. With the aforementioned stated, only some of the signs adequately state; “4-WAY.” As some of the under signage is missing or faded. It was also noted that only the stop signs northbound and southbound had an accompanying stop-bar (white line). While this is not a conformance matrix (if no stop-bar is present, the vehicle will stop in relation to the posted sign), it is my recommendation that they be added for improved visibility.

Attached photos:



West Collage Street at North Williams Street

Onsite observations: Relatively open roadway with overhead wiring. The wiring is likely to be that of communications and power. This intersection is worn asphalt that is likely good friction for rubber tires. Most traffic control devices (stop signs) within this intersection are in conformance with the Ohio Revised Code. They are placed at an appropriate height, reflective, placed inconspicuously, and perpendicular to the lane of travel. With the aforementioned stated, only some of the signs adequately state; “4-WAY.” As the under signage is missing or faded. The sign on the northeast corner is tilting and needs to be reset. It was also noted most of the stop signs had a faded stop-bar (white line). While this is not a conformance matrix (if no stop-bar is present, the vehicle will stop in relation to the posted sign), it is my recommendation that they be added for improved visibility.

Attached photos:





Conclusion:

The area is likely to be problematic and stop sign violations are likely occurring. I will consider this a target enforcement area. While successful defense strategies are likely not to be upheld, I do recommend that the faded and missing “4-WAY” signs be replaced or added, and the tilting signs be re-erected. Last, some consideration should be made to add or repaint the stop-bars at the foot of all stop signs within the venue. Please enquire if you have further questions.

Respectfully submitted,



Ibrahim Y. Haroon, Chief of Police

Johnstown Police Department

Speed Study Mink Street near Hillview Drive



Abe Haroon, Chief of Police



Mapping Streets



Mapping Satellite



Start date: Friday, June 19th, 2020

End date: Monday, June 29th, 2020



Total time surveyed: 8 days, 21-hours

Vehicles surveyed: 17,058

Posted Speed: 35 mph

Approximately 1,895 vehicles a day



Total speeders: 1,441
Most noted: 25 mph (85th percentile)



The background of the slide is a faded, artistic illustration of a church steeple with a brown roof and a small spire. The steeple is surrounded by green trees and foliage. The sky is light blue with soft white clouds. The text is centered over this background.

Slowest speed: 7 mph
Highest speed: 59 mph

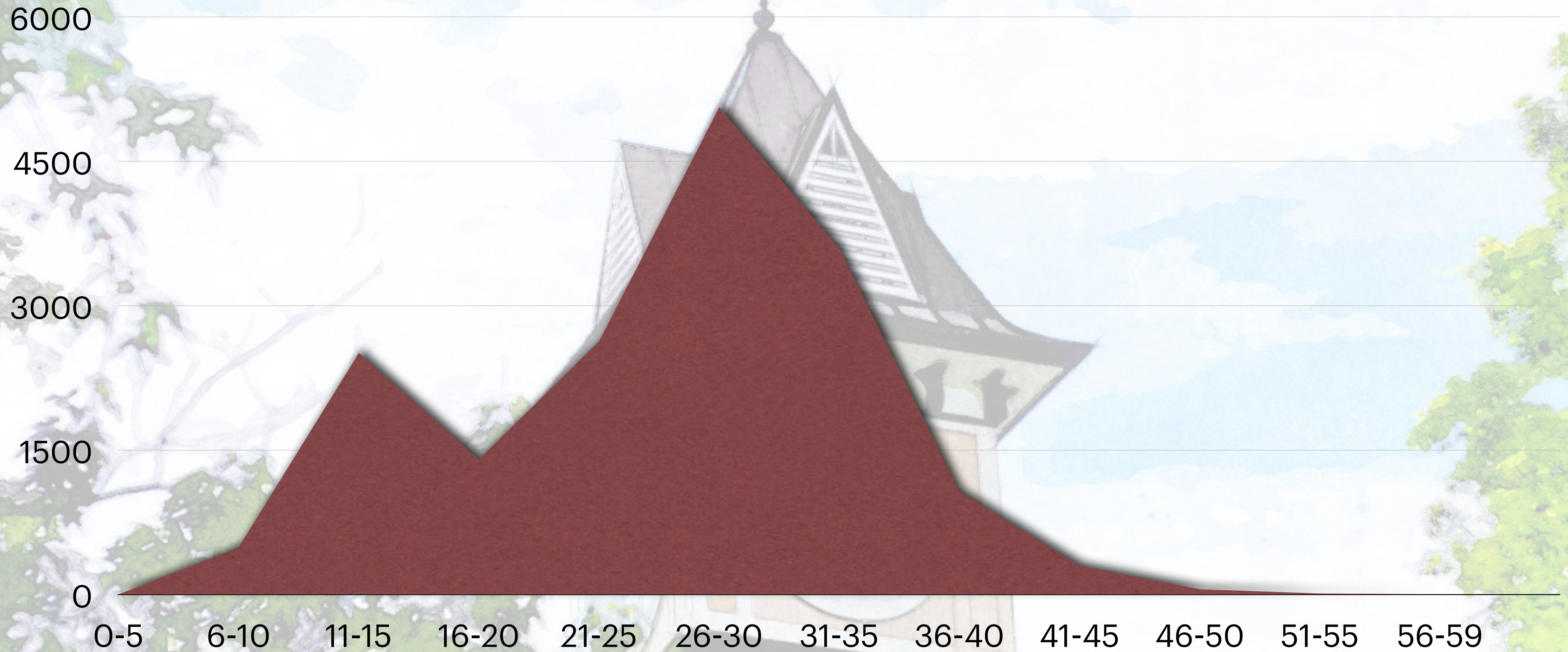




Highest Traffic Activity Time:
9 a.m. to 4 p.m.



Total number of cars



Questions?
aharoon@johnstownohio.org

