

**COUNCIL MEETING
AGENDA
July 6, 2015
8:00 PM
BLUFFTON TOWN HALL**

MINUTES June 15, 2015

BILLS

ORDINANCE NO. 06-15 **2ND READING**
AN ORDINANCE TO VACATE AN ALLEY AS REQUESTED STEVE AND
ALLISON MITTENDORF AND ANDY AND DANIELLE ALTHAUS.

ADMINISTRATOR'S REPORT

SAFETY

COMMITTEE REPORTS/MEETING SCHEDULING

SHANNON CEMETERY DISCUSSION- RAY MUMMA

MEETING DATES

July 6, 2015	Streets, Alleys, Lights and Sidewalks Committee	7:00 PM
July 6, 2015	Recreation Committee	7:45 PM
July 6, 2015	Council	8:00 PM
July 6, 2015	Budget Hearing	8:15 PM
July 9, 2015	Pathway Board/Streets, Alleys, Lights and Sidewalks	NOON
July 20, 2015	Council	8:00 PM

Mayor Augsburg presiding. Messrs: Burrell, Johnson, Sehlhorst, Steiner, Talavinia, and Warren present.

Mr. Warren moved, seconded by Mr. Burrell to approve the minutes of the regular council meeting held on June 1, 2015. Roll Call: Yes (6) Messrs: Warren, Burrell, Johnson, Sehlhorst, Steiner and Talavinia. No (0), motion approved.

Mr. Warren moved, seconded by Mr. Steiner to approve the bills as presented. Total non-payroll of \$36,779.58 and payroll of \$41,554.12. Roll Call: Yes (6) Messrs: Warren, Steiner, Burrell, Johnson, Sehlhorst, Steiner and Talavinia. No (0), motion approved.

Mr. Sehlhorst moved, seconded by Mr. Steiner to take Ordinance No. 06-15: AN ORDINANCE TO VACATE AN ALLEY AS REQUESTED BY STEVE AND ALLISON MITTENDORF AND ANDY AND DANIELLE ALTHAUS off of the table. Roll Call: Yes (6) Messrs: Sehlhorst, Steiner, Talavinia, Warren, Burrell and Johnson. No (0), motion approved.

Mr. Sehlhorst moved, seconded by Mr. Steiner to approve the first reading of Ordinance No. 06-15: AN ORDINANCE TO VACATE AN ALLEY AS REQUESTED BY STEVE AND ALLISON MITTENDORF AND ANDY AND DANIELLE ALTHAUS. Roll Call: Yes (5) Messrs: Sehlhorst, Steiner, Talavinia, Burrell and Johnson. No (1) Mr. Warren, motion approved.

Mr. Steiner moved, seconded by Mr. Johnson to suspend the rules. Roll Call: Yes (5) Messrs: Steiner, Johnson, Sehlhorst, Talavinia and Burrell. No (1) Mr. Warren, motion approved.

Mr. Johnson moved, seconded by Mr. Steiner to approve the first reading of Ordinance No. 08-15: AN ORDINANCE AUTHORIZING THE VILLAGE ADMINISTRATOR TO ENTER INTO A CONTRACT WITH UTILITY SERVICE CO., INC. FOR THE DESIGN AND INSTALLATION OF A TRIHALOMETHANE REMOVAL SYSTEM AND DECLARING AN EMERGENCY. Roll Call: Yes (6) Messrs: Johnson, Steiner, Talavinia, Warren, Burrell and Sehlhorst.

The Village Administrator announced the following meeting:

June 24, 2015	Utilities Committee	7:00 PM
July 6, 2015	Streets, Alleys, Lights and Sidewalks	7:00 PM
July 6, 2015	Recreation Committee	7:45 PM
July 6, 2015	Council	8:00 PM
July 6, 2015	Budget Hearing	8:15 PM

Mr. Talavinia moved, seconded by Mr. Warren to approve Jade Hochstetler as a six (6) month probationary EMT. Roll Call: Yes (6) Messrs: Talavinia, Warren, Burrell, Johnson, Sehlhorst and Steiner. No (0), motion approved.

Mr. Sehlhorst moved, seconded by Mr. Johnson to close Main Street on June 19, 2015 from 1:00 pm-9:00 pm for the Festival of Wheels. Roll Call: Yes (6) Messrs: Sehlhorst, Johnson, Steiner, Talavinia, Warren and Burrell. No (0), motion approved.

Mr. Sehlhorst moved, seconded by Mr. Burrell to close Main Street on June 21, 2015 from 1:00pm-6:00pm for the Great Ohio Bicycle Adventure. Roll Call: Yes (6) Messrs: Sehlhorst, Burrell, Johnson, Steiner, Talavinia and Warren. No (0), motion approved.

Mr. Warren moved, seconded by Mr. Burrell to approve the insurance renewal invoices presented by the Webb Insurance Agency, Inc. from HCC Public Risk for \$48,178.00 for the first year of a three (3) year renewal for Property and Liability coverage and Provident for \$4,825.00 for the first year of a three (3) year renewal for Accident and Health coverage. Roll Call: Yes (5) Messrs: Warren, Burrell, Sehlhorst, Steiner and Talavinia. No (0), motion approved. Mr. Johnson abstained.

At this time, public input was received in regards to the Shannon Cemetery project. Those speaking included: Ray Mumma, Darrell Huber, Tracy McIlroy, Karen Dukes, Morris Groman, John Murray, Steve Kindler, Terry Downey, Michael Downey, Keri Kotchounian, and Linda Huber.

Mr. Warren moved, seconded by Mr. Sehlhorst to approve permitting participants of the Great Ohio Bicycle Adventure to gain entrance to the Bluffton Community Swimming Pool on June 21, 2015 at a rate of \$2.00 per person. Roll Call: Yes (6) Messrs: Warren, Sehlhorst, Steiner, Talavinia, Burrell and Johnson. No (0), motion approved.

Mr. Warren moved, seconded by Mr. Steiner to approve an estimate of \$16,595 from Tooman Roofing & Painting, LLC to perform steel repair on the terminal building at the Bluffton Airport. Roll Call: Yes (6) Messrs: Warren, Steiner, Talavinia, Burrell, Johnson and Sehlhorst. No (0), motion approved.

Mr. Warren moved to adjourn.

STARTING ACCOUNT:

ENDING ACCOUNT: z

FUND NO.	FUND DESCRIPTION	BEGINNING BALANCE	[-----RECEIPTS-----]		[-----DISBURSMENTS-----]		UNEXPENDED BALANCE	OUTSTANDING ENCUMBRANCE	ENDING BALANCE
			M-T-D	Y-T-D	M-T-D	Y-T-D			
A1	GENERAL FUND	2355382.64	29436.56	1214984.29	112071.37	1418192.85	2152174.08	298066.58	1854107.50
B1	STREET FUND	132381.64	5583.39	337626.62	12454.59	183414.05	286594.21	227665.61	58928.60
B2	STATE HIGHWAY FUND	46210.58	452.70	4973.27	0.00	0.00	51183.85	0.00	51183.85
B3	CEMETARY FUND	15621.17	2125.00	15537.75	412.12	6172.72	24986.20	22341.46	2644.74
B4	PARK FUND	4580.73	0.00	15500.00	604.68	6709.65	13371.08	7093.87	6277.21
B5	BENROTH MEMORIAL BR	534.63	0.00	0.00	0.00	0.00	534.63	0.00	534.63
B6	FEMA GRANT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B7	COURT COMPUTER	5113.14	0.00	0.00	0.00	0.00	5113.14	0.00	5113.14
B8	DUI ENFORCEMENT & E	219.01	0.00	25.00	0.00	0.00	244.01	0.00	244.01
B9	PERMISSIVE LICENSE	0.00	0.00	2500.00	0.00	0.00	2500.00	0.00	2500.00
C1	STREET DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C2	SWIMMING POOL DEBT	863.28	0.00	0.00	0.00	0.00	863.28	0.00	863.28
D1	CAPITAL IMPROVEMENT	3477.57	0.00	0.00	0.00	0.00	3477.57	0.00	3477.57
D2	STORM SEWER IMPROVE	54107.42	0.00	0.00	895.00	0.00	53212.42	6035.00	47177.42
D3	FIRE & RESCUE IMPRO	56075.92	0.00	117167.00	0.00	43495.95	129746.97	5723.05	124023.92
D4	SWIMMING POOL IMPRO	11369.67	0.00	0.00	5678.00	5678.00	5691.67	0.00	5691.67
D5	EQUIPMENT REPLACEME	177.90	0.00	32000.00	0.00	0.00	32177.90	15264.58	16913.32
D6	AIRPORT IMPROVEMENT	54961.17	0.00	15632.00	0.00	23193.86	47399.31	29920.00	17479.31
D7	STREET IMPROVEMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D8	TOWN HALL IMPROVEME	334938.05	0.00	42968.03	0.00	6092.80	371813.28	25992.75	345820.53
D9	POLICE EQUIPMENT RE	4784.71	0.00	0.00	0.00	0.00	4784.71	0.00	4784.71
E1	WATER FUND	165955.66	92758.37	738101.54	15138.98	625270.39	278786.81	501540.94	222754.13-
E2	SEWER FUND	109074.77	73308.59	401669.39	36730.20	421705.93	89038.23	191181.88	102143.65-
E3	SEWER DEBT SERVICE	245300.00	0.00	0.00	0.00	0.00	245300.00	0.00	245300.00
E4	SEWER DEBT SERVICE	42026.59	0.00	102500.00	0.00	0.00	144526.59	245730.00	101203.41-
E5	WATER DEBT SERVICE	0.00	0.00	252614.61	26111.72	0.00	26111.72-	226504.11	252615.83-
E6	SEWER REPLACEMENT &	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E7	REFUSE FUND	68033.79	0.00	105271.66	18399.45	101453.97	71851.48	116984.88	45133.40-
E9	WATER/ SEWER IMPROV	299452.48	0.00	235506.01	65330.24	248299.76	286658.73	127892.00	158766.73
F1	WATER CONSTRUCTION	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
F2	COMMUNITY EVENTS	5880.77	0.00	0.00	0.00	0.00	5880.77	0.00	5880.77
F3	COMMUNICATIONS FUND	6960.24	0.00	0.00	0.00	0.00	6960.24	1000.00	5960.24
F4	POLICE CONTINUING PR	1769.87	0.00	0.00	0.00	298.35	1471.52	0.00	1471.52
F5	UTILITY RECOVERY	16459.88	0.00	0.00	0.00	0.00	16459.88	0.00	16459.88
G2	UNCLAIMED MONIES TR	225.20	0.00	0.00	0.00	0.00	225.20	0.00	225.20
G3	INCOME TAX FUND	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
G4	CEMETARY TRUST - C/	1326.66	0.00	0.00	0.00	0.00	1326.66	0.00	1326.66
G5	CEMETARY TRUST - MA	524.37	0.00	0.00	0.00	0.00	524.37	0.00	524.37
H1	SPECIAL ASSESSMENT	897.17	0.00	0.00	0.00	0.00	897.17	0.00	897.17
H2	SPECIAL ASSESSMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
H4	SPECIAL ASSESSMENT	849.41	0.00	0.00	0.00	0.00	849.41	0.00	849.41
H5	SPECIAL ASSMT - MAI	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
H6	SPECIAL ASSMT - JAC	119.67	0.00	0.00	0.00	0.00	119.67	0.00	119.67
	TOTAL:	4045655.76	221643.86	3634577.17	293826.35	3369599.61	4310633.32	2048936.71	2261696.61

* End of Report: VILLAGE OF BLUFFTON *

**Village of Bluffton
Bills to be paid
7/6/2015**

PAYROLL:

Village \$ 48,035.11

TOTAL PAYROLL \$ 48,035.11

NON-PAYROLL:

	Allen County Awards	Recognition Plaque	\$ 66.00	
	Alloway	Lab Analysis	\$ 1,644.10	
	All Service Aeration	Portable Toilets & Jetting	\$ 945.00	
	Allied	Refuse Service	\$ 18,847.34	
	Armor Fire	Backflow Preventor Maintenance & Fire Pump Certificat	\$ 2,465.00	
	Associate Green Industries	Registration- Jesse Blackburn	\$ 35.00	
	AED Superstore	AED Electrode Pads	\$ 664.60	
	Bluffton Chamber of Commerce	Membership Investment	\$ 120.00	
	Bluffton Stone	Road Maintenance Supplies	\$ 776.18	
	Center for Education & Employment	Annual Subscription	\$ 159.00	
	F. Stephen Chamberlain	Retainer/Meetings	\$ 1,320.00	
	CT Consultants	West Side Interceptor Design	\$ 1,498.00	
	Culligan	Bottled Water	\$ 16.50	
	Josh Brown/Custom Auto	Cruiser Maintenance	\$ 69.00	
	Gary Lugibihl Excavating	Catch Basin-Library & Tile Work-Airport	\$ 10,460.00	X
	Great Lakes Billing	EMS Run Collection Fees	\$ 583.01	
	Hancock-Wood Electric	Electricity	\$ 213.16	
	Hawthorne-Seving	Metal	\$ 290.00	
	Citizens National Bank	Employer Health Savings Contribution	\$ 13,500.00	
	Webb Insurance	Property & Accident Insurance (Annual)	\$ 53,003.00	X
	Kleem	Street Signs	\$ 544.23	
	Marathon	Gasoline	\$ 1,175.42	
	Ohio Municipal League	Tax Seminar- K. Lora	\$ 150.00	
	OP Aquatics	Chlorine	\$ 706.50	
	AEP	Electricity	\$ 18,124.54	
ACH	OWDA	Principal & Interest Payment	\$ 234,213.07	
	Village of Ottawa	Water Usage	\$ 61,603.15	
	Patriot Concrete	Concrete Repair- Pool	\$ 1,098.00	
	Perry Corp	Computer/Copier Back-Up	\$ 1,034.67	
	Lima Radio Hospital	Program High Tier Radio	\$ 414.00	
	Sam's Club	Concessions- Vending Machines @ Pool	\$ 557.00	
	Shell	Gasoline	\$ 1,759.40	
	SmartBill	Utility Bill Printing & Postage	\$ 745.44	
	Staples- Credit	Battery Back-Ups	\$ 190.58	
	Time Warner	Internet	\$ 314.90	
	United Fire Apparatus	Aerial Tower Repair	\$ 291.70	
	United Healthcare	Hospitalization	\$ 11,152.03	
	United Healthcare	Life Insurance	\$ 102.00	
	US Plastics	PVC Strainer	\$ 73.22	
	Utility Sales Agency	Water Line Parts	\$ 2,065.68	
	Verizon	Cell Phone- Service Dept & Air Card- PD	\$ 171.89	
	Allen Economic Development	Yearly Contribution	\$ 2,000.00	
	Wagner Overhead Door	Door Repair- Fire Dept	\$ 142.00	
	W.C.O.I.L.	Internet	\$ 4.95	
	Dominion	Natural Gas	\$ 252.99	
		Total Non-Payroll	\$ 445,562.25	

Mayor/ Council President

X: Then and Now Approved by Council

A: Addition to list

**To: Mayor Augsburger
Council Members**

Flooding

The recent rain events that caused the Riley Creek to overflow its banks on multiple occasions once again brought out the best in the community and, especially, the Village's Departments and dedicated staff. Our Safety Service Chiefs have done an excellent job over the years of developing contingency plans and action plans for when flooding occurs in the Village and those plans were extremely effective during the recent flooding events. I would like to commend and thank the members of the Police, Fire, EMS, Service, Sewer, and Administration Departments for their professional, timely and diligent service to the community during these repeated events. I would also like to thank Superintendent Greg Denecker, Head Football Coach Kyle Cutnaw, and the members of the Bluffton High School Football team that answered the call and filled nearly 1,000 sand bags for the community.

Main and College Intersection

Attached to this report is information obtained from the Ohio Department of Transportation regarding the intersection of Main Street and College Avenue that has been discussed at recent meetings. Additionally, I have attached an email received from Paula Scott.

Mosquito Spraying

Up to this point in the season, mosquitos have not been an issue due to the consistent and persistent rain events. However, now that we have had a couple of days without rain to wash away the eggs, there has been a noticeable report of an increase in mosquito activity. The Service Department has therefore started spraying for mosquitos for the season. The scheduled application day is Wednesdays, weather permitting. The Village is utilizing the same product that we have used for the last several years with excellent results. The product is Duet, by Clarke, and information on the product can be found at www.clarke.com. The best way to reduce the mosquito population is for property owners to eliminate standing water on or near their property, thereby eliminating their breeding sites. Attached to this report is a recent update from the Ohio Department of Health regarding mosquitos.

Sewer Replacement

As previously discussed, during the Garmatter Water Main Replacement project, we had Beaverdam Contracting replace approximately 400 feet of sanitary sewer and install necessary manholes. The project was not considered part of the Water Main Replacement project and was not financed by OPWC. Nancy Kindle advised that Council needs to approve the \$46,900 invoice for the work. This will close out completely the two projects.

Village of Bluffton Administrator Jamie Mehaffie posed the following questions on June 19, 2015:

What are the available options and requirements if the Village wanted to enhance the crosswalks at the intersection?

See the noted ODOT recommendations below.

While there has been no measurable increase in incidents at this intersection since the signal was removed in 2009, the Village is being asked to investigate what measures can be taken to encourage and/or force motorists to obey state law regarding pedestrians in the crosswalks at this intersection. I am fairly certain that neither the vehicular nor pedestrian traffic at this intersection will warrant any type of traffic control device. **ODOT recommends the signing and striping enhancements noted below. For your information, a crash diagram showing crashes at the intersection since 2010 is included.**

I believe it was in 2014 that we eliminated parking spaces on Main Street on the North side of the intersection on both sides of the roadway to improve the visibility. **Elimination of these parking spaces will enhance visibility at the intersection for both pedestrians and motorists.**

We are rapidly approaching the need to renew the thermoplastic markings on the roadway. I understand that all of the necessary signs and markings are already in place, but we have been asked to see what options there are to enhance those. I am open to the flashing LED Pedestrian Crossing signs or other enhancements that would be beneficial. **See OMUTCD Part 3, Section 3B.16 and 3B.18 for further information regarding yield lines and crosswalk markings. The village may also want to investigate in-pavement LED crosswalk lighted warning system.**

What are our options? Are there specific traffic studies that would need to be undertaken for the various options? Are there enhancements that have been proven more effective than others? What should we not consider? **The recommendations below are low cost countermeasures that can be implemented. If the low cost countermeasures prove ineffective or there is increased use of the crosswalk then additional higher cost options can be considered.**

Existing Conditions:



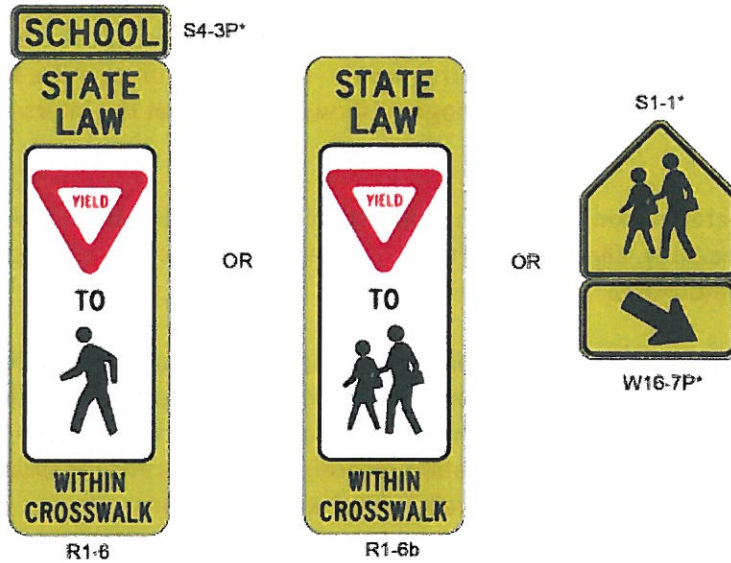
The concerns seem to center around making cars aware they must yield to pedestrians and make them more aware of the crossing. ODOT recommends the following improvements to increase visibility of the pedestrian movements at the intersection and direct drivers to yield to the pedestrian movements.

1. Restripe the existing crosswalk to increase visibility (OMUTCD 3B.18)
2. Install "STATE LAW YIELD TO PEDESTRIANS WITHIN CROSSWALK" Signs in the center of the roadway on each Main Street approach. There is a temporary base or a more permanent base that can be installed. (OMUTCD 2B.12 and 7B.12)
3. Install yield pavement markings at least 4' and no more than 30' prior to the crosswalk. (OMUTCD 3B.16)

Below are some pictures illustrating these recommendations:

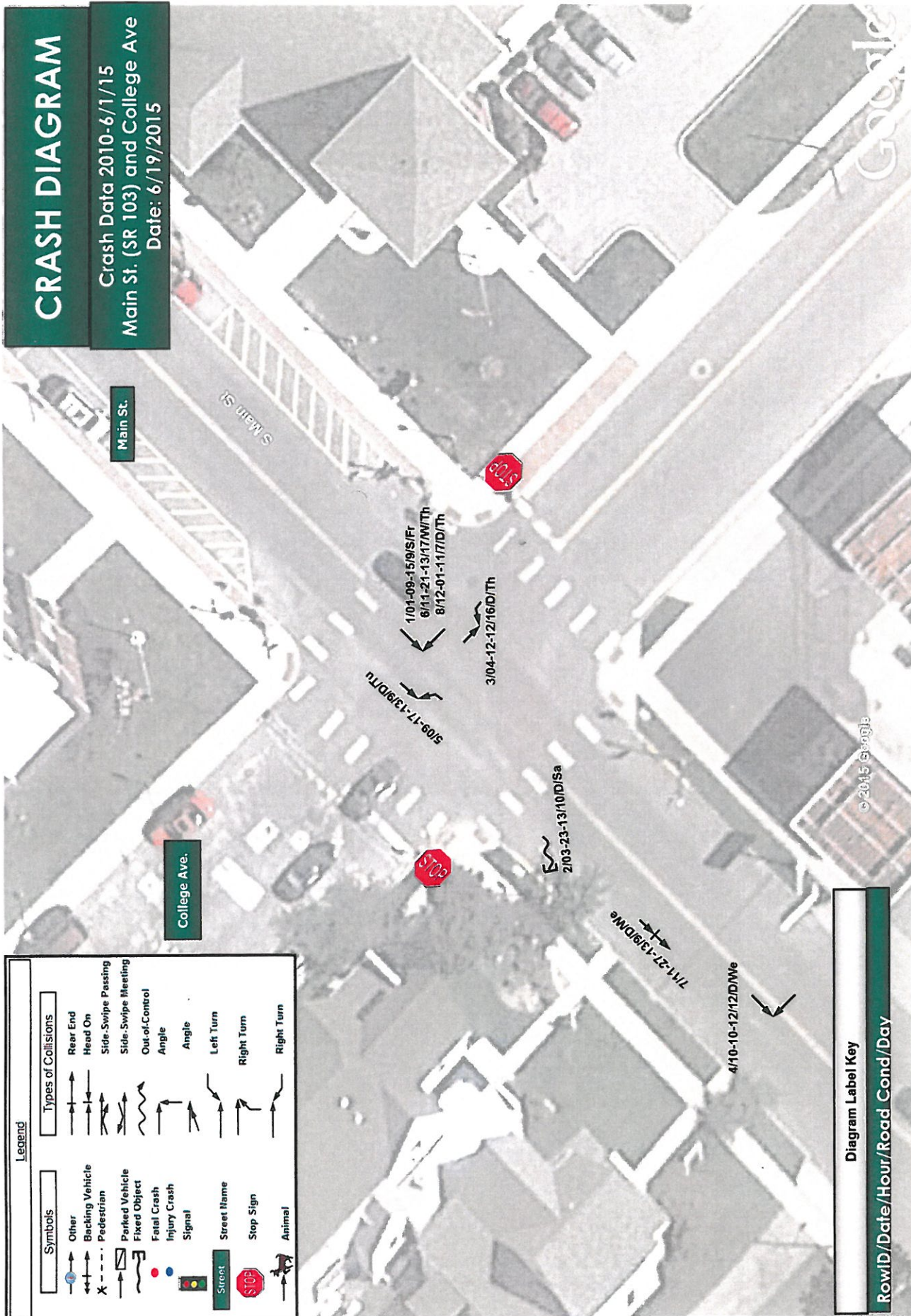
Link to OMUTCD

http://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/traffic/OhioMUTCD/Pages/OMUTCD2012_current_default.aspx



CRASH DIAGRAM

Crash Data 2010-6/1/15
Main St. (SR 103) and College Ave
Date: 6/19/2015



Legend	
Symbols	Types of Collisions
Other	Rear End
Backing Vehicle	Head On
X	Side-Swipe Passing
Parked Vehicle	Side-Swipe Meeting
Fixed Object	Out-of-Control
Fatal Crash	Angle
Injury Crash	Angle
Signal	Left Turn
Street Name	Right Turn
Stop Sign	Right Turn
Animal	Right Turn

Diagram Label Key
RowID/Date/Hour/Road/Cond/Day

Option:

- 07 When substituting for wide lines, raised pavement markers may be placed laterally adjacent to each other to simulate the width of the line.

Section 3B.15 Transverse Markings

Standard:

- 01 **Transverse markings, which include shoulder markings, word and symbol markings, arrows, stop lines, yield lines, crosswalk lines, speed measurement markings, speed reduction markings, speed hump markings, parking space markings, and others, shall be white unless otherwise provided in this Manual.**

Guidance:

- 02 *Because of the low approach angle at which pavement markings are viewed, transverse lines should be proportioned to provide visibility at least equal to that of longitudinal lines.*

Section 3B.16 Stop and Yield Lines

Guidance:

- 01 *Stop lines should be used to indicate the point behind which vehicles are required to stop, in compliance with a traffic control signal.*

Option:

- 02 Stop lines may be used to indicate the point behind which vehicles are required to stop, in compliance with a STOP (R1-1) sign, or some other traffic control device that requires vehicles to stop, except YIELD signs that are not associated with passive grade crossings.
- 03 Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here to Pedestrians (R1-5 or R1-5a) sign.

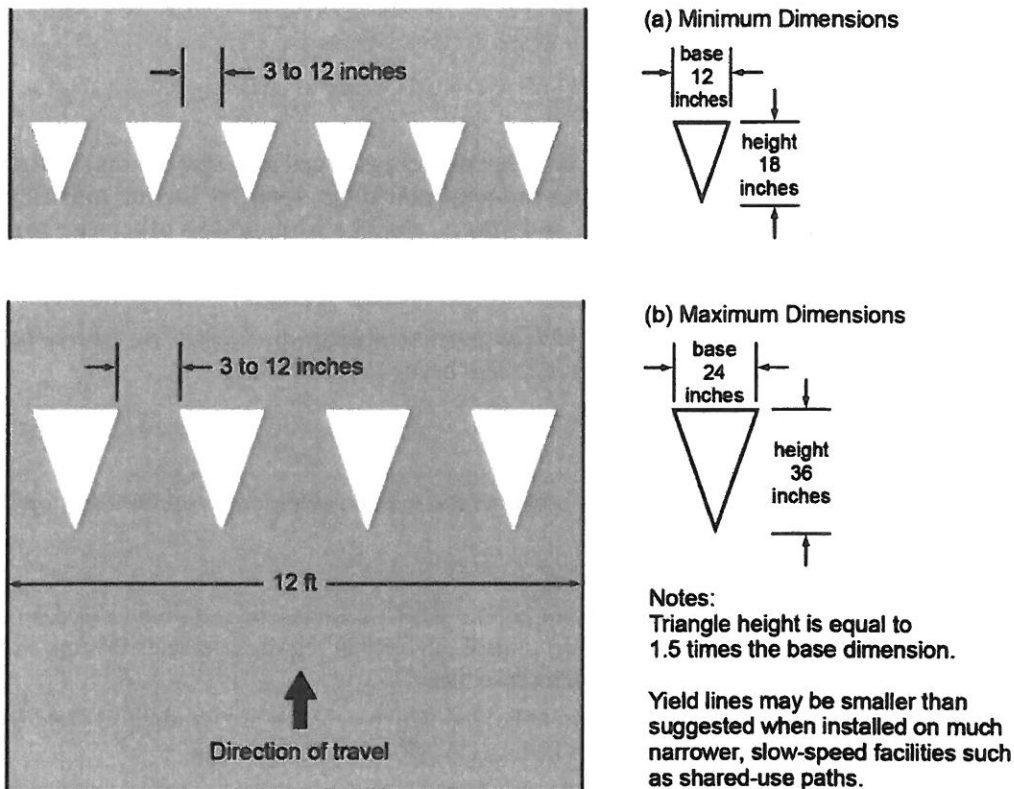
Standard:

- 04 **Except as provided in Section 8B.28, stop lines shall not be used at locations where drivers are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign or at locations on uncontrolled approaches where drivers are required by State law to yield to pedestrians.**
- 05 **Yield lines shall not be used at locations where drivers are required to stop in compliance with a STOP (R1-1) sign, a traffic control signal, or some other traffic control device.**
- 06 **Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.**
- 07 **Yield lines (see Figure 3B-16) shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.**

Guidance:

- 08 *Stop lines should be 12 to 24 inches wide.*
- 09 *The individual triangles comprising the yield line should have a base of 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.*
- 10 *If used, stop and yield lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabouts as provided for in Section 3C.04 and at midblock crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way.*
- 11 *Stop lines at midblock signalized locations should be placed at least 40 feet in advance of the nearest signal indication (see Section 4D.14).*

Figure 3B-16. Recommended Yield Line Layouts



- 12 *If yield or stop lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, the yield lines or stop lines should be placed 20 to 50 feet in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield or stop line and the crosswalk (see Figure 3B-17).*

Standard:

- 13 **If yield lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, Yield Here To Pedestrians (R1-5 or R1-5a) signs (see Section 2B.11) shall be used.**

Guidance:

- 14 *Yield lines and Yield Here To Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.*

Support:

- 15 When drivers yield or stop too close to crosswalks that cross uncontrolled multi-lane approaches, they place pedestrians at risk by blocking other drivers' views of pedestrians and by blocking pedestrians' views of vehicles approaching in the other lanes.

Option:

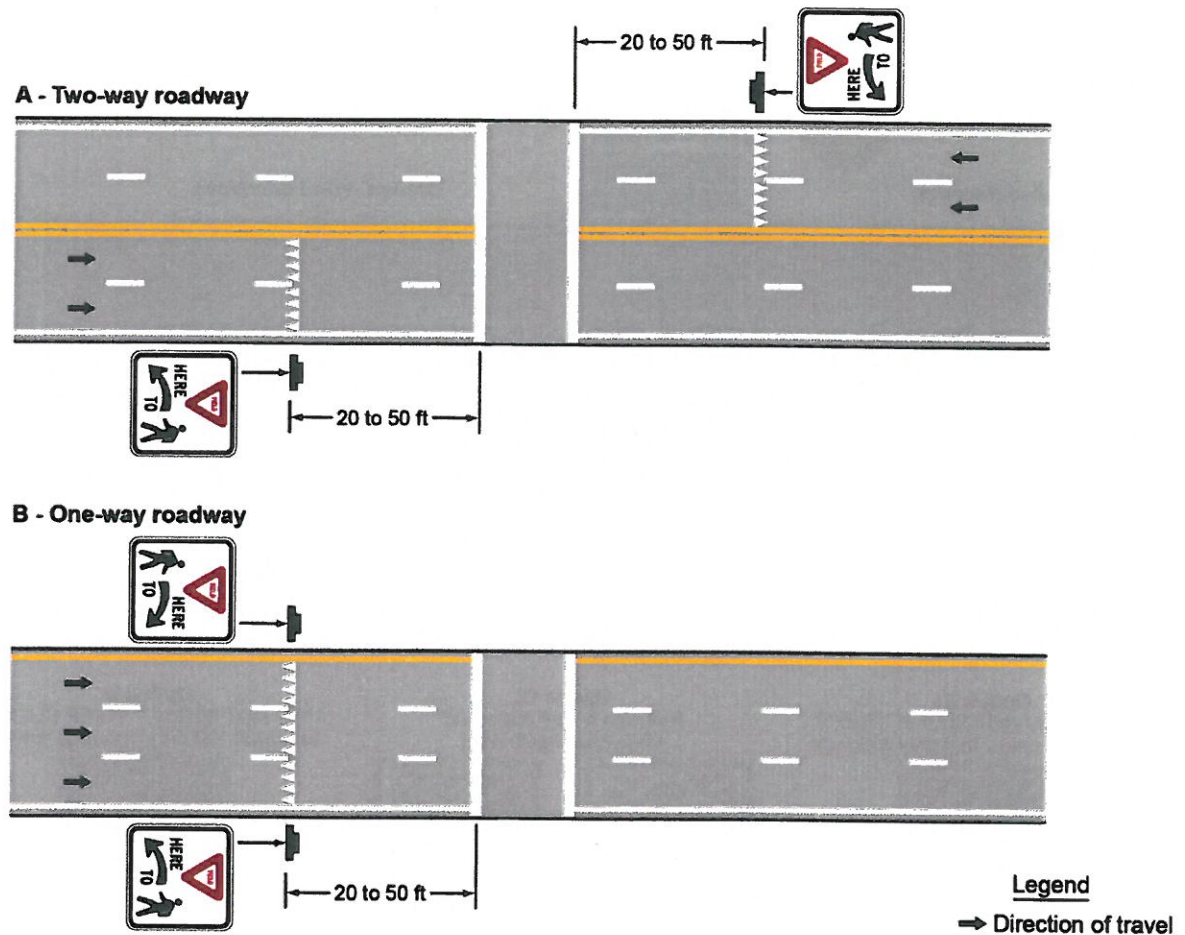
- 16 Stop and yield lines may be staggered longitudinally on a lane-by-lane basis (see Drawing D of Figure 3B-13).

Support:

- 17 Staggered stop lines and staggered yield lines can improve the driver's view of pedestrians, provide better sight distance for turning vehicles, and increase the turning radius for left-turning vehicles.

- 18 Section 8B.28 contains information regarding the use of stop lines and yield lines at grade crossings.

Figure 3B-17. Examples of Yield Lines at Unsignalized Midblock Crosswalks



Section 3B.17 Do Not Block Intersection Markings

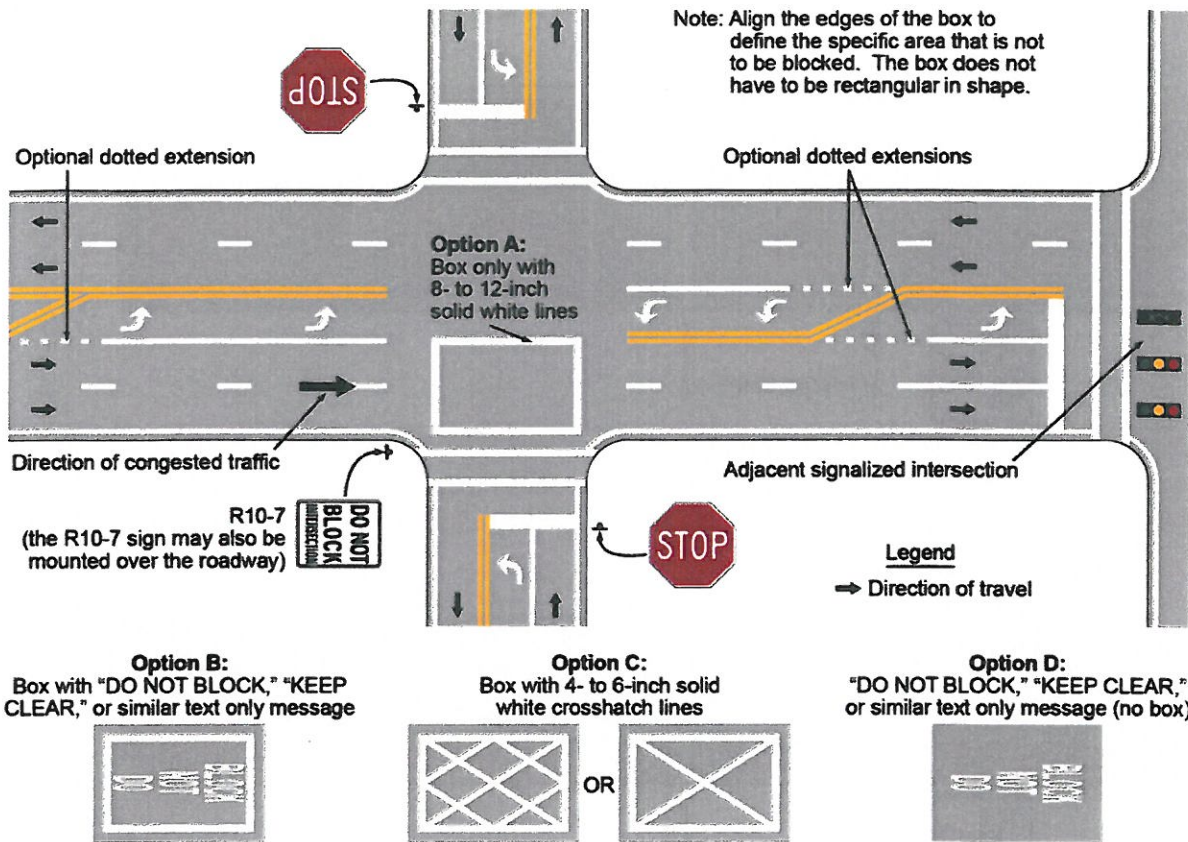
Option:

- 01 Do Not Block Intersection markings may be used to mark the edges of an intersection area that is in close proximity to a signalized intersection, railroad crossing, or other nearby traffic control that might cause vehicles to stop within the intersection and impede other traffic entering the intersection. If authorized by law, Do Not Block Intersection markings with appropriate signs may also be used at other locations.

Standard:

- 02 **If used, Do Not Block Intersection markings (see Figure 3B-18) shall consist of one of the following alternatives:**
- A. Wide solid white lines that outline the intersection area that vehicles must not block;
 - B. Wide solid white lines that outline the intersection area that vehicles must not block and a white word message such as **DO NOT BLOCK** or **KEEP CLEAR**;
 - C. Wide solid white lines that outline the intersection area that vehicles must not block and white cross-hatching within the intersection area; or
 - D. A white word message, such as **DO NOT BLOCK** or **KEEP CLEAR**, within the intersection area that vehicles must not block.
- 03 **Do Not Block Intersection markings shall be accompanied by one or more DO NOT BLOCK INTERSECTION (DRIVEWAY) (CROSSING) (R10-7) signs (see Section 2B.53), one or more DO NOT STOP ON TRACKS (R8-8) signs (see Section 8B.09), or one or more similar signs.**

Figure 3B-18. Do Not Block Intersection Markings



Section 3B.18 Crosswalk Markings

Support:

01 Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.

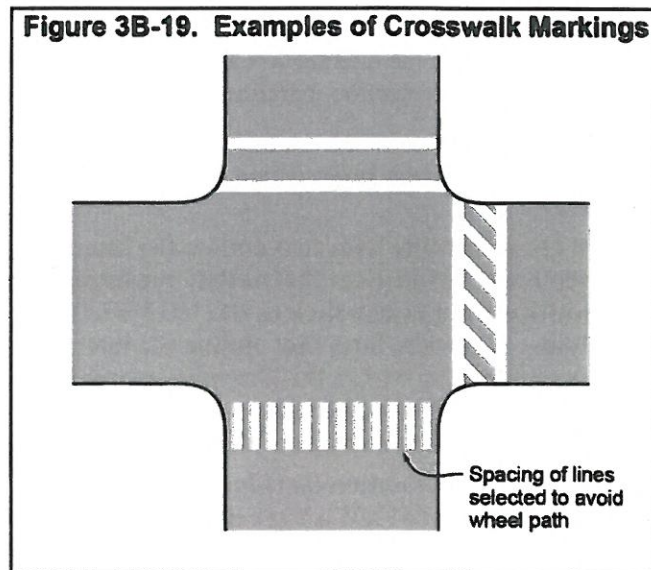
02 In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.

03 At non-intersection locations, crosswalk markings legally establish the crosswalk.

Standard:

04 When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall be not less than 6 inches or greater than 24 inches in width.

Figure 3B-19. Examples of Crosswalk Markings



Guidance:

- 05 *If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 6 feet. If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should be not less than 6 feet wide.*
- 06 *Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks (see Figures 3B-17 and 3B-19).*
- 07 *At locations controlled by traffic control signals or on approaches controlled by STOP or YIELD signs, crosswalk lines should be installed where engineering judgment indicates they are needed to direct pedestrians to the proper crossing path(s).*
- 08 *Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.*
- 09 *New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:*
- A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or*
 - B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.*

Support:

- 10 Chapter 4F contains information on Pedestrian Hybrid Beacons. Section 4L.03 contains information regarding Warning Beacons to provide active warning of a pedestrian's presence. Section 4N.02 contains information regarding In-Roadway Warning Lights at crosswalks. Chapter 7D contains information regarding school crossing supervision.

Guidance:

- 11 Because non-intersection pedestrian crossings are generally unexpected by the road user, warning signs (see Section 2C.50) should be installed for all marked crosswalks at non-intersection locations and adequate visibility should be provided by parking prohibitions.

Support:

- 12 Section 3B.16 contains information regarding placement of stop line markings near crosswalk markings.

Option:

- 13 For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow as shown in Figure 3B-19.
- 14 When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted. This type of marking may be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.

Guidance:

- 15 *If used, the diagonal or longitudinal lines should be 10 to 24 inches wide and separated by gaps of 12 to 60 inches. The design of the lines and gaps should avoid the wheel paths if possible, and the gap between the lines should not exceed 2.5 times the width of the diagonal or longitudinal lines.*

Option:

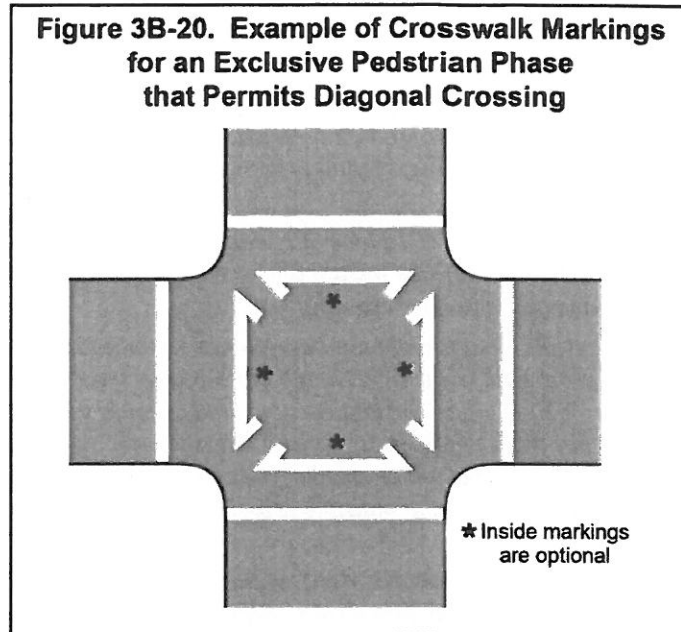
- 16 When an exclusive pedestrian phase that permits diagonal crossing of an intersection is provided at a traffic control signal, a marking as shown in Figure 3B-20 may be used for the crosswalk.

Guidance:

- 17 *Crosswalk markings should be located so that the curb ramps are within the extension of the crosswalk markings.*

Support:

- 18 Detectable warning surfaces mark boundaries between pedestrian and vehicular ways where there is no raised curb. Detectable warning surfaces are required by 49 CFR, Part 37 and by the Americans with Disabilities Act (ADA) where curb ramps are constructed at the junction of sidewalks and the roadway, for marked and unmarked crosswalks. Detectable warning surfaces contrast visually with adjacent walking surfaces, either light-on-dark, or dark-on-light. The “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)” (see Section 1A.11) contains specifications for design and placement of detectable warning surfaces.

**Section 3B.19 Parking Space Markings****Support:**

- 01 Marking of parking space boundaries encourages more orderly and efficient use of parking spaces where parking turnover is substantial. Parking space markings tend to prevent encroachment into fire hydrant zones, bus stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted. Examples of parking space markings are shown in Figure 3B-21.

Standard:

- 02 **Parking space markings shall be white and not less than 4 inches, nor more than 6 inches wide.**

Guidance:

- 03 *Where angle parking is permitted under Section 4511.69 of the Ohio Revised Code (see Appendix B2), the stalls should be marked with a series of solid lines spaced not less than 8.5 feet apart and placed at the desired angle.*

Option:

- 04 Blue lines may supplement white parking space markings of each parking space designated for use only by persons with disabilities.

Support:

- 05 Additional parking space markings for the purpose of designating spaces for use only by persons with disabilities are discussed in Section 3B.20 and illustrated in Figure 3B-22. The design and layout of accessible parking spaces for persons with disabilities is provided in the “Americans with Disabilities Act Accessibility Guidelines (ADAAG)” (see Section 1A.11).

Section 3B.20 Pavement Word, Symbol, and Arrow Markings**Support:**

- 01 Word, symbol, and arrow markings on the pavement are used for the purpose of guiding, warning, or regulating traffic. These pavement markings can be helpful to road users in some locations by supplementing signs and providing additional emphasis for important regulatory, warning, or guidance messages, because

Jamie Mehaffie

From: Paula Scott <pyzikscott@gmail.com>
Sent: Monday, June 29, 2015 7:42 AM
To: Jamie Mehaffie; Rick Skilliter; Joseph Sehlhorst
Subject: HAWK or Pedestrian Hybrid Beacon info

Dear Jamie, Joe and Chief Skilliter,

What a wet weekend! I hope you got some rest and that the rain goes away soon!

I've been wondering if the HAWK, High intensity Activated crossWalk a.k.a. pedestrian hybrid beacon, is allowed at our type of intersection. So I'm passing along what I've found so far. (A picture is attached.)

The answers seems to be yes and no, with the stop signs on College being a sticking point. However, the HAWK is being approved for use at side streets, even when stop and yield signs are present.

Per MUTCD: A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

Pedestrian Hybrid Beacon (discussion including school locations)

http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_012.htm

Application of Pedestrian Hybrid Beacons

<http://mutcd.fhwa.dot.gov/htm/2009/part4/part4f.htm>

Pedestrian hybrid beacons explained (including discussion of use at intersection with stop/yield signs)

<https://michigancompletestreets.wordpress.com/2013/11/26/pedestrian-hybrid-beacons-hawk-signals-explained/>

An article about HAWK installation in Ohio.

http://www.cleveland.com/lakewood/index.ssf/2015/04/lakewood_hopes_newly_approved.html

Have a good week!

Paula Scott



(419) 348-5329

Ohio Arbovirus Surveillance Update June 26, 2015

Since the last update, three additional mosquito samples have tested positive for West Nile virus (WNV) in Richland, Summit and Licking Counties bringing Ohio to five WNV positive mosquito samples so far this year. This is more activity than we've seen at this time in some years, but still much lower than at this time in our outbreak years of 2002 and 2012.

Trapping this past week has been a challenge with all the rain, leading to small and waterlogged samples from some areas. The bigger concern, however, is that all the recent rain has caused localized flooding in many areas in Ohio, and pooling water will lead to more mosquitoes in the coming weeks. Floodwater mosquito species such as *Aedes vexans* can become extremely abundant and annoying. While this species is thought to play a minimal role in human disease transmission, conditions will favor breeding of other species as well, and it is important to continue monitoring mosquito infection rates and increase mosquito prevention messaging, especially in areas affected by flooding. These messages should include these points:

Avoid mosquito bites. This can be a challenge after flooding because it is nearly impossible to remove or treat all the standing water, but it is import to prioritize personal protection.

- Wear EPA-registered mosquito repellents whenever mosquitoes are present and follow label instructions.
- Wear long, loose, light-colored clothing.
- Install or repair screens on windows and doors to keep mosquitoes outside.

Help reduce mosquito breeding around your home. When cleaning up your house and yard following heavy rain or flooding, get rid of potential mosquito breeding sites to help prevent mosquito-borne diseases.

- Empty standing water from flowerpots, gutters, buckets, pool covers, pet water dishes, discarded tires, and birdbaths. Consider using a product containing *Bacillus thuringiensis israelensis* (Bti), available at many garden and home improvement stores, to control mosquito larvae in containers that are too large to empty. Follow the label instructions.
- Remove temporary pools of water around your house and yard. This may include clearing debris from ditches, cutting small channels to help pooling water drain, or filling in holes and tire ruts with dirt.

For information on prevention messaging, surveillance or for up-to-date mosquito-borne disease information, please see the Zoonotic Disease Program (ZDP) mosquito website (<http://www.odh.ohio.gov/mosquitoes>) or contact our program at 614-752-1029, option 1.

Chikungunya Update: Last year in Ohio, we had 41 cases of chikungunya virus diseases (CHIKV) reported from people who traveled to affected countries and territories. As of June 25th, we have had 3 cases reported so far in 2015, all of whom traveled to the Bolivia (1), Honduras (1) and Puerto Rico (1). Of these cases, there are 2 males and 1 female ranging in age from 23 – 45 years (median age 44 years). Ohioans traveling to the Caribbean or South America and other areas where local transmission is occurring should be aware of this ongoing situation and make every effort to avoid mosquito bites. Additional information can be found from the CDC (www.cdc.gov/chikungunya) and the Pan American Health Organization (www.paho.org/chikungunya).

Ohio Mosquito-borne Disease 2015 Stats as of June 25, 2015:

West Nile virus:

Humans – no cases reported.

Veterinary – no cases reported.

Mosquitoes – ODH has so far received 76,219 mosquitoes from 19 local surveillance partners in 17 counties. Of those, 73,773 *Culex* were pooled into 2,253 samples for testing. To date, 1,514 of the samples have been tested and there were **5 WNV positive samples** from Franklin (1), Licking (2), Richland (1) and Summit (1) Counties.

La Crosse encephalitis virus:

Humans – no cases reported.

St. Louis encephalitis virus:

Humans – no cases reported.

Eastern equine encephalitis virus:

Humans – no cases reported.

Veterinary – no cases reported.

Travel-associated human mosquito-borne disease cases in Ohio:

Chikungunya – 3 cases with travel history to Bolivia (1), Honduras (1) and Puerto Rico (1).

Dengue – 3 cases with travel history to Dominican Republic (1) and Mexico (2).

Malaria – 12 cases, all with travel history to African countries (11) and Afghanistan (1).

Arbovirus Cases and Information from Neighboring States:

Indiana: <http://www.in.gov/isdh/23592.htm>

Illinois: <http://www.idph.state.il.us/envhealth/wnv.htm>

Michigan: http://www.michigan.gov/emergingdiseases/0,4579,7-186-25805_26531---,00.html

Pennsylvania: <http://www.westnile.state.pa.us/surv.htm>

West Virginia: <http://www.dhhr.wv.gov/oeps/disease/Zoonosis/Mosquito/Pages/default.aspx>

Other Arbovirus Resources:

USGS Arbovirus Maps: <http://diseasemaps.usgs.gov/>

MMWR Article: WNV and Other Arbovirus – United States, 2013: http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6324a1.htm?s_cid=mm6324a1_w