

CITY OF ROCKY RIVER

July 20, 2026

The Committee-of-the-Whole Meeting of Council was called to order by President Shipp beginning at 7:00 p.m. in the David J. Cook Council Chambers.

Council Members' Present: President Shipp, Mr. Moran, Ms. Havemann, Mr. Hunt, Mr. Furry, & Ms. Morris

Absent: Ms. Gallagher

Administration: Mayor Bobst, Law Director O'Shea Mr. Lindow, Mr. Snyder

The meeting was opened with the Pledge of Allegiance.

MAYOR REPORT:

Mayor Bobst spoke about the power outages that happened last week. The first part of the power outage happened in Tangle town. Tangle town is a part of Lakewood's Edgewater substation which is what went down. First Energy repaired it and when they energized it, it impacted most of the power on the Westshore. Another area with intermittent power issues is West River Estates where the lines are in the back of the yards and trees create a huge issue. She announced a couple of weeks ago that First Energy would be mobilized in the City doing a lot of tree trimming and they will be in each of the wards. The outage started with 6,000 in people and ended up being the entire Westshore. A transformer is being replaced at the Birdtown/Lauderdale substation, and they hadn't anticipated it being running until September, but it may be up sooner. It's a very complicated process and came at time when First Energy was petitioning the state legislature to allow them to extend restoration times, which was ultimately denied. She appreciated the way the residents she spoke to approached the issue and she appreciates the way First Energy is trying to address these things.

Mayor Bobst advised that the county led project at Lake and Linda will have a detour that will likely last about week. On nights and weekends, they may plate it so people will be able to travel through that intersection. Once they have more information they will get it out.

Mayor Bobst shared that on Wednesday she is going to meet with the Mayors and Police Chiefs of Fairview Park, Bay Village, Westlake, and Rocky River along with county representatives. North Olmsted may join, but they're not a part of a co-responder program as they have plans to hire someone into their police department. This Co-Responder program provides \$50,000 a year for each community that is a part of a Mental Health and Behavioral Health Co-Responder program. She believes that it is the perfect thing for Rocky River and the other Westshore communities. It will total \$200,000 a year for two years plus an optional third year. They've given the county the MOU and she's drafted the program outline needed which shows how they would implement the program. Parma and Parma Heights are going to be working with Metro Hospital, and others are working with Frontline. It is hoped that the Westshore gets in the first round of funding.

Mayor Bobst advised that BerryDunn, the consultant involved in the Recreation Strategic Plan, have been with them for about a week. In addition to meeting with her they met with the Rec Commission, Steering Committee, Project Team members, they've been out in the community, and attended Pie in the Park. They've been collecting a lot of information by reaching out to the schools, the Senior Center, and the Library. She defines recreation as those things that we choose to do in our spare time and there are all kinds

of things that can be considered recreation – visual arts, performing arts, soccer, lacrosse, swimming, etc. BerryDunn is taking a broad look to ensure they're not replicating services and they've been wonderful. On the city website there is a survey and they've been passing out cards with QR codes. She suggested that when Council has a moment or when they're meeting with residents to encourage people to go to the site and provide feedback. Additionally, OHM, the consultant for the Hillard Westway I-90 Gasser Hampton intersection, are also looking for feedback with a survey on the website. She suggested Council encourage residents to provide feedback through the city's website as she knows they would appreciate it. They want to hear those voices to ensure they're making the best recommendations.

Mayor Bobst advised that the Civic Center will be shut down for one week, starting next Monday through the following Monday. It's a shorter time because they've been closed due to the pool dehumidification project. Our members can go over to Fairview Park and it will be back open the first week of August.

Mayor Bobst shared that last week she cut the ribbon on Tastebuds Kitchen on Center Ridge in the Giant Eagle Plaza close to Scramblers. Tastebuds Kitchen is for children and adults to learn about cooking and baking. They offer birthday parties, team building, neighborhood or family outings and much more. It's a fun spot and they are Rocky River residents. Tastebuds Kitchen only exists on the East and West Coast and this is the only one in the middle of the country.

LAW DEPARTMENT: None

UNFINISHED BUSINESS:

Ordinance No. 52-25: Mr. Hunt advised that there is no new information on 52-25 and it remains on hold.

Resolution No. 38-26: Mr. Furry advised that Resolution 38-26 and 39-26 are related, but different. 38-26 is for sidewalk reconstruction repairs or replacement. If you did not utilize your own contractor for said work the City paid all expenses and labor costs for the work. June 12th the city sent out letters to all affected property owners requesting payment by July 13, 2026. Unlike the sewer account exhibit this list is not exhaustive and he expects to amend by substitution at the July 27 meeting with a trimmed down list for final passage.

Resolution No. 39-26: Mr. Furry advised that this is their annual delinquent sewer accounts as of 12/31/25 that will be certified to the property owners' taxes. Like 38-26 letters went out June 12th requesting payment by July 13th. They started out with 496 parcels totaling \$150,152.32 and have since whittled it down to 369 parcels totaling \$116,308.24. He plans to amend by substitution at the next legislative meeting for final passage on this resolution.

Ordinance No. 40-26, Ordinance No. 41-26, Ordinance No. 42-26, Ordinance No. 43-26, Ordinance No. 44-26, Ordinance No. 45-26, Ordinance No. 46-26: President Shipp advised the next seven ordinances are related to the Charter Review Commission. Per City Charter every six years a commission is appointed. Each member of City Council appoints a commission member and this year they chose to choose two additional members in an at large capacity. The Charter Review Commission has done its work and produced these ordinances: 40-26, 41-26, 42-26, 43-26, 44-26, 45-26, 46-26. All of these were researched, debated and voted on by the Charter Review Commission and then sent to the Board of Elections which approves them and then they come to Council as a body to be read and passed. Council has no ability to amend these ordinances. There can be discussion, but there isn't anything that Council can do to amend their recommendations. He hopes that makes this process clear as there has been some confusion from some constituents thinking that this is something that Council is creating and passing. These are a product of procedure that is in place that isn't for them to change, but rather they are bound to read and pass them. Once passed, they will be sent to the Board of Elections to be framed and translated for the ballot in

November.

- Mr. Furry recommended starting a consent agenda and adding the above seven ordinances.

Resolution No. 47-26: Mr. Furry shared that this Resolution is similar to 38-26 and 39-26 but differs in that this is for the City providing property maintenance for unkempt properties. Effected property owners were invoiced in December 2025 requesting payment in full by January 9, 2026, which took them to this last unpaid parcel. He does not anticipate a change in this resolution and requested it be added to the consent agenda.

Ordinance No. 48-26: President Shipp advised that this is an emergency ordinance authorizing the Mayor and the Director of Public Safety Service to enter into an agreement with Refuse Equipment and Truck Services, Inc. for the Transfer Station compactor replacement at a cost not to exceed \$333,635.00. There are two sides to the compactor – one used for yard waste, and one used for refuse. The side that needs replacing is for refuse and is a critical part of the infrastructure for this facility. Following a competitive request for proposals process conducted in May 2026, two proposals were received and evaluated. Based on the review of qualifications, scope, and pricing, Director Synder is recommending awarding the contract to RETS to be funded through the City's Equipment Purchase Fund. The other vendor's proposal was incomplete and did not include the requested electrical work or reinforcement to the hopper.

The work includes removal and disposal of the existing compactor and installation of a new one. Additionally, there will be an upgrade to the current cement walls. They will be lined with steel liner plates and anchoring system designed to protect the concrete walls and minimize future maintenance requirements. The contract price consists of a turnkey base proposal of \$310,000 for removal, replacement, installation, and pit rehabilitation work, plus \$2,100 for additional wear plate improvements and an optional hydraulic-operated "J" hook locking mechanism for trailer-to-compactor connection. The hydraulic "J" hook mechanism will allow the trailer to be connected to the transfer station with hydraulic hooks versus the current method of manual cranking, which sometimes jams and is also a safety concern for the employees.

Equipment fabrication is estimated to require approximately 22 weeks, and the project specifications establish a required completion date of February 28, 2027. Approval of this ordinance will allow the City to proceed immediately with ordering the equipment and maintaining the project schedule to ensure uninterrupted transfer station operations. He advised that the plan is to use the yard waste side for refuse while the refuse side is being replaced so there should be no downtime in processing. A packer will be used for the yard waste.

Ordinance No. 49-26: President Shipp advised that this is an emergency ordinance authorizing the Mayor and the Director of Public Safety Service to enter into an agreement with Fabrizi Trucking & Paving Company, Inc., for the emergency repair of storm and sanitary sewers within the City of Rocky River at a Cost Not to Exceed \$150,000.00. Funds for this agreement have been appropriated as part of the 2026 Budget. They publicly bid the proposal, and they only received one bid from Fabrizi Trucking and Paving. Sewer repair costs increased significantly with a slight increase for manhole repair and no increase for catch basin repair. Director Synder is planning to utilize Fabrizi and this contract only on an emergency basis. Non-emergency repairs will be quoted by multiple contractors on a case-by-case basis to provide the best pricing possible and Director Synder plans to work with our Sewer Division to perform more work in-house. Fabrizi performs a lot of work within the City of Rocky River. The City has a strong working relationship with them, and they have always been very responsive and effective when we need emergency repair.

- Mr. Furry requested they add 48-26 and 49-26 to the consent agenda.

Ordinance No. 50-26: Mr. Moran advised that this ordinance has been read twice and that this is the

opportunity the Safety Service Director to enter into an agreement with AECOM for Hydraulic Modeling of Sanitary Sewer Overflow. There were about 12 across the city and they're down to two. They like to make sure these are being done correctly. This closure was brought up a couple of years ago, but they were not ready. They are now ready following repairs that have been completed. This needs to be approved by the EPA and one way to do it is to have the evaluation done to make sure it's safe to close this sewer overflow. They've been working on the sewers for the last 20 years and have made some great headway and they can now close this overflow. Hearing no questions or issues with this item he requested that this ordinance be added to the consent agenda.

- Ms. Havemann reminded Council that she will be abstaining from this ordinance and as a result it will not be included on the consent agenda.

Ordinance No. 51-26: Ms. Havemann advised that this ordinance is to amend, modernize and clarify the city's sidewalk maintenance program by providing clearer standards and procedures for property owners. It will clarify the sidewalk inspection process, define sidewalk defects through object criteria, establish an appeal process that will allow the owners to challenge any inspection findings before final action is required, modify non-compliance procedures to provide clear administrative processes and enforcement mechanisms, and will also revise snow and ice removal requirements to exempt owner occupied 1,2,3 family residential properties from having to remove snow from their sidewalks though they are still encouraged to do so. Commercial properties will still be required to remove the snow. This change was mainly due to enforcement difficulties on residential properties. Hearing no questions, she requested this item be added to the consent agenda.

Ordinance No. 52-26: Mr. Hunt advised that this emergency ordinance would authorize Director Snyder to purchase two (2) 2026 Ford Explorer/Police Utility Interceptor vehicles for the Division of Police from Statewide Ford. They would replace one vehicle that has over five years of service and excessive miles and wear and tear and the second vehicle would replace a vehicle from the fleet that was damaged in a traffic crash for which the City has been paid \$50,000 in insurance property damage reimbursement. Those funds would be used to supplement and assist in the purchase of these two vehicles. He believes everyone has seen the letter of support from Chief Lichman explaining the importance of these patrol vehicles. He would stress that the long-term approach is the best way to do this. If they keep making one or two purchases a year, they won't get stuck with a failing fleet where they must spend a ton of money in one year. Maintaining the fleet also supports officer safety and morale. He's not had any questions and hearing no objections he requested this ordinance be added to the consent agenda.

Ordinance No. 53-26: President Shipp advised that this is an emergency ordinance authorizing the Mayor and the Director of Public Safety-Service to enter into a contract with Fabrizi Trucking and Paving, Company, Inc. for the Beachcliff and Cornwall Sewer Improvement Project at a cost not to exceed \$6,673,393.50. The City received three bids for this project. After review by the City Engineer and the Director of Public Safety Service, Fabrizi Trucking & Paving Company was determined to be the lowest and best bidder. The bid is \$126,606.50 below the engineer's estimate of \$6.8 million. The project includes replacement of aging sanitary sewers, storm sewers, and water mains along Beachcliff Boulevard and Cornwall Road, as well as roadway reconstruction, replacement of catch basins and manholes, new curbs and aprons, and related infrastructure improvements. This work will be from Avalon to Parkside and then from Frazier to Argyle.

Beyond the underground infrastructure improvements, the project also includes several enhancements that support pedestrian safety and neighborhood livability. These improvements include roadway and intersection narrowing, traffic-calming measures, a new sidewalk connection along Beachcliff Boulevard, and a raised pedestrian crossing. These features were developed through the City's planning and public engagement process and improve safety and walkability without requiring any acquisition of private property. The City conducted a public information meeting on April 28, 2026 to present the project scope,

construction schedule, maintenance of traffic plan, and pedestrian safety improvements, and to receive feedback from residents. The City has secured outside funding to assist with the project, including a \$197,750 grant from the Cleveland Division of Water's Suburban Water Main Renewal Program and an Ohio Public Works Commission loan of up to 30% of the cost of the project, but not-to-exceed \$2,223,300 with a 30-year repayment period that does not commence until the completion of the project. A search of the Auditor of State's Findings for Recovery Database demonstrated no results, and they expect three full reads for this legislation. Hearing no objections President Shipp added this item to the consent agenda.

Resolution No. 54-26: Mr. Furry advised that the next three pieces of legislation are all related, but 54-26 is the most important and sets the precedent. Ohio Revised Code 1710 is a relatively new section that was effective October 2023 that allows property owners to be included in Energy Special Improvement Districts (ESID). The ESID that is already in place is the Northeast Ohio Advanced Energy District (NEOAED) which was the first one in Ohio created by the City of Cleveland, Beachwood and Rocky River were the first suburbs to join as we did a smaller project with the new apartments on Hillard. The NEOAED is a local non-profit that helps businesses get cheap easy loans for clean energy and lets property owners pay for upgrades over time via property taxes. It lowers utility bills without costing the City extra money. Property Assessed Clean Energy (PACE) is a layaway plan for building improvements. Instead of paying a lump sum for solar panels you pay over many years, which is why this is called the Normandy Pace Project. This petition requests that the project be added to the district and that the City levy special assessments to pay the cost of the project. For clarity on page 10 of Exhibit E Section 9 last paragraph: releases, defends, indemnifies and holds harmless the advanced energy district and the participating political subdivision including their officers, directors, employees, and agents from any and all against claims actions demands costs damages or lawsuits arising out of or connected with your participation in the advanced energy districts commercial industrial program. The City of Rocky River is basically a conduit.

Ordinance No. 55-26: Mr. Furry noted that this is a companion piece to 54-26 and 56-26. This is basically an agreement that the City agrees to move forward and proceed with the PACE project. After they adopted this project as part of the NEOAED. It does set a cap on the special assessments which is estimated to be \$2,375,036.14. The City has no financial risk, and they are just a conduit. Once they receive these special assessment dollars it goes out the next month.

Ordinance No. 56-26: Mr. Furry advised this is a companion piece to 54-26 and 55-26. Normandy Associated Limited Partnership and Manulife John Hancock Brokerage Services entered into a financing agreement and acting as a conduit the City levies the special assessment. He questioned last week the schedule of assessment with 48 semi-annual principal interest payments beginning February '27. The County fiscal officer attesting will probably be amended by substitution as payments are only scheduled for 2050 not 2052. Ms. Kerber will provide revised documentation for next week that he will amend by substitution. They were seeking passage as soon as possible so he will be looking for a rules suspension on all three of these related pieces of legislation.

Ordinance No. 57-26: President Shipp advised that this ordinance is an emergency ordinance authorizing the Mayor and Director of Public Safety-Service to enter into a contract with Digioia-Suburban Excavating, LLC. for the Rockcliff Drive Improvement Project at a cost not to exceed \$2,813,777.00. He noted the previous legislation on this project was in regards to the grant application. The City received two bids for this project. Following a review by the City Engineer and the Director of Public Safety Service, DiGioia-Suburban Excavating, LLC. was determined to be the lowest and best bidder. The bid is \$186,223.00 below the engineer's estimate of \$3,000,000.00. The project consists of the replacement of aging sanitary and storm sewer infrastructure along Rockcliff Drive, roadway reconstruction, replacement of catch basins and manholes, pavement restoration, curbs, driveway aprons, and other associated public infrastructure improvements. The improvements are intended to enhance the reliability of the City's underground utility system while improving the condition and longevity of the roadway. The project will also incorporate a

raised pedestrian crossing and 8' concrete multiuse trail that will connect the existing trail with Wooster Road. These improvements were recommended as part of the 2021 Community Confluence TLCI between Rocky River, Cuyahoga County, Lakewood, and the MetroParks.

Approximately \$1,350,000 of outside funding will be applied to the project from Cleveland Division of Water's Suburban Watermain Renewal Program and \$1,000,000 awarded to the City as part of the 2024 Consolidated Appropriations Act and recommended by Congressman Max Miller. A search of the Auditor of State's Findings for Recovery Database demonstrated no result. He noted that this one is a second read and inquired if these need to be passed before the break.

- Director Snyder advised that he was expecting three reads, but he would gladly accept two.
- President Shipp added that there was a minor typo in the body of the ordinance that was corrected. He advised that he will be looking for a rules suspension on this legislation next week.

Ordinance No. 58-26: President Shipp advised that this is an ordinance to purchase parts and services as needed from Signal Service Company, in an amount not to exceed \$75,000.00. This is for authorization to expend an additional \$75,000 beyond the City's vendor limit with no request for additional appropriations. Signal Service Company performs service and installation of many traffic and signal related systems within the City. They provide a high level of service at competitive prices to the Service Department's Traffic Division and are often used to troubleshoot the systems when the Traffic Division needs assistance. The additional authorization to expend funds will be used to replace the damaged signal mast at the intersection of Detroit and Erie once components become available and maintain services for the remainder of 2026. He noted that a car hit that mast and damaged it, which is why it needs replacement. The Traffic Division has already obtained quotes for the replacement and found Signal Service's pricing to be lowest and best. Signal Service will also be installing the new Rectangular Rapid Flashing Beacons (RRFBs) on Detroit, adjacent to the High School and St. Christopher. A search of the Auditor of State's Findings for Recovery Database demonstrated no results. He advised that he will be looking for a rules suspension on this next week.

- Mr. Moran inquired about the mast that was damaged.
- Director Snyder advised that there was a car accident there that damaged the signal mast. It's dented and okay, but it's one of those things they should replace.

NEW BUSINESS:

Ordinance No. 59-26: President Shipp advised that this is an emergency ordinance authorizing the Mayor and the Director of Public Safety-Service to enter into a contract with Logicalis for the City of Rocky River Meraki Network Licensing for five years at a total cost not to exceed \$150,000.00. President Shipp read a memo from Richard Bycoskie Jr. which advised that the co-termination licensing for all of the city's Meraki network devices, including firewalls, switches, wireless access points, security cameras, etc., which has been active since 2019, expires on September 7, 2026. We have a grace period of 30 days from the expiration date before network devices cease to function. Mr. Bycoskie has requested a quote for a term start date of September 28, 2026 and is recommending renewing this licensing for 5 years, paid annually. In this new licensing model, adding new devices (such as cameras) will have no subscription cost in the year they are added, but the subscription cost for that device will be added to the annual payment for the next year. Signing a 5-year agreement would save the City around \$10,000 per year over having a yearly subscription.

- Mr. Furry summarized that it's basically \$30,000 a year.
- Director Snyder confirmed that to be correct. The reason for the overage is that they may expand services, and they wanted to ensure that was covered.

MISCELLANEOUS BUSINESS: President Shipp advised that he's had residents reaching out about the

pilot project for the residential traffic calming program. The program was by and large successful and well received, but they've had some calls about speed tables not coming back into the community this year. He's also had some folks that participated in the residential traffic calming program and they're inquiring where things are at. Some have reached out that they've received confirmation that their street qualifies and they are anxious to put things in place. He requested that Director Snyder explain where the program is at, where it's headed, and what issues they're running into.

- Director Snyder started by addressing the pilot program for the speed cushions last year. They put speed cushions in place last year in three different scenarios Northview, E Shoreland, and Beachcliff. They've been weighing the pros and cons of that method and that also evaluating the Urban SDK tracking the speeds along the streets. They put those in as a seasonal parameter and they pulled them out in the fall, and they determined there was a reduction in speed, but the reason they were not replaced is that step three of the traffic calming program requires a survey. To work through the program step one is to make a request. With this request they look at the street to see if it's a certain length and meets different criteria. Step two looks at the Urban SDK data to see if that has average daylight traffic of at least 400 cars per day and the percentile of speed. Once they have done steps one and two, they move to step three, which is the survey. Those speed cushions were not replaced because they hadn't done the survey.

The reason they believe the survey to be important is they want to make sure that they have buy in from the majority of the residents of the street. Additionally, it also helps guide their decision making for the appropriate implementation to reduce the speed on the street. Chief Lichman is the one who has been receiving these surveys. He acknowledged that they started receiving these requests last fall, but the surveys have not been issued. This is one of the many tasks that Chief Lichman does and they were trying to make sure it was handled properly. He met with Chief a few weeks ago, they drafted a survey, and they sent it out to the Rocky River Green Team neighborhood speed committee and asked for feedback. They have since received feedback, and the next step is for them to go through and start getting these surveys out to everyone in the neighborhoods that requested calming measures. This is a significant task on top of everything else Chief Lichman is doing. Something that is as widely used, as he believes this program will be, will most likely necessitate a dedicated person.

It is his hope that they will get these surveys out and they will start reducing the bottleneck with this program. It's a new program and they need to work through the kinks to make sure they do it right. The next step following the survey is implementation. What they don't want to do is to do something just for the sake of getting it done. They are also trying to be very conscientious in making sure that they leverage infrastructure improvements with other projects. They don't want to invest tax dollars in building something permanent to have an overwhelming group of residents from that street come out and say, 'we don't want this here – take it out.' He understands it's taking a while, but they are working towards it.

- Mayor Bobst advised that in the budget process the Chief is considering a Traffic Control Officer. This individual would not only handle this program, but several other programs that are under traffic control. There would be several things that individual would be working on. That individual has yet to be identified. They are just at full complement right now, but as you know they are recruiting new officers. They would hope to have that individual in place soon, but they want to make sure they make these investments according to what the neighborhood wants. Once all those kinks are worked out they will have someone in that position.
- Director Snyder advised that when these surveys go out if the street decides that they do not wish to have further infrastructure, that doesn't mean they aren't going to do anything. They will always push for additional officers on the street for enforcement; they will constantly work with education because so much of this speed situation goes beyond enforcement. It is people getting off their

phones, people being cognizant of what is going on around them. A public awareness campaign is something that will always have to go hand in hand with this. They can enforce and add speed tables everywhere but that doesn't get people to pay attention. It's a comprehensive program.

- Ms. Morris inquired these would be permanent or temporary speed tables.
- Director Snyder advised that they're still trying to figure the best way to do this. There are short-term and long-term solutions. Long-term is what they are doing on Beachcliff Cornwall where they are adding the tables and making the reduction in the intersection radii. These were not determined by survey, but rather they are incorporating that into their engineering program. He's doing that for every project he's working on. For example, Rockcliff has a raised pedestrian crossing which will reduce speed, Beachcliff Cornwall has a raised pedestrian crossing and reduced radii, the Lake Road project will have a road diet and RRFB's. They are incorporating various traffic calming measures into their projects which is separate from these residential surveys. He believes the right way to do this is to stripe and chicanes to slow people as a temporary measure and as you look at your long-term projects for that street you build those in. There may be a situation where a street identifies a problem but had recently had work completed and the City won't be doing work there for a long time. Perhaps that is when they look at bump outs at intersections or cut in and put in a permanent concrete speed hump. Up until recently he was against speed tables because of plows, but once his service department started putting in these temporary speed cushions, he found that each section has 100's of bolt in hardware pieces that plus the amount of time to put it in and the wear and tear on the road has him thinking otherwise. There simply isn't one answer that will fit all. The survey will help them determine what residents want. For example, on Northview they're working with the engineer to look at some permanent solutions for traffic calming. They're going to have surveys with renderings sent out. Those residents might not want speed tables every 300 feet or maybe in some circumstances they'll be okay with it. It's important to go into this with a plan for collaboration. They have been trying to work hand in hand with residents.
- Ms. Morris inquired if all the surveys are the same or are they different depending on the neighborhoods.
- Director Snyder advised that he was hoping to get some feedback from Bike Rocky River/Green Team, but he will send the draft survey out to Council and he welcomes their feedback. He'd like to get it out soon and he knows they have some catching up to do. He thinks an important part of the survey is buy in from the street. They may have one person that swears there is an issue and wants something done, but there may be another street where overwhelmingly they don't feel like it's an issue. For him it's important to get 51% of people saying 'yes we want something done' otherwise they will continue with education and enforcement.
- Mr. Furry inquired if they've missed the window for the temporary calming measures this year.
- Director Snyder stated that they don't carry them in stock. Last year they only did one per street and to do this properly there should be one every 200-400 feet. They are not inexpensive, he thinks they were around \$11,000 each, and you also need to store them. They recognize there is an issue and they are trying to get there. He is asking for patience and grace to get everything right.
- Ms. Havemann noted that putting them in and out every year might compromise the roadway.
- Director Snyder validated that concern. He advised they do seal the 100's of holes, but there are pros and cons.
- President Shipp noted that Director Snyder referred to the Urban SDK's data which tracks speeds on streets by tracking cell phone movement down streets. There is a lot of data for streets that they have. When residents fill out the traffic calming request, they then look at the data to see if it meets the criteria for a quantifiable speeding problem there. He agrees with a survey of the residents because that is who has to live with whatever gets implemented every day next to their homes. The residents need an opportunity to weigh in on the solutions. He gave kudos to the City because he's been noting on their contracts that the City is incorporating pedestrian friendly and traffic calming measures in their infrastructure projects. He thinks that's the correct time to make these

adjustments. The short-term stuff is radar signs, traffic tables, chicanes, traffic tables, etc. He noted that on his street, Gasser, when they pinched the curbs off Center Ridge it helped to slow people down. Yes, there is a bottleneck when it comes to these surveys, but he does think they're important and he hopes that people will utilize them.

- Mayor Bobst stated that they often leave the lights off the little boxes they hang up to track speed because they want to collect real time data. Whether they use Urban SDKs or their boxes or both it's really a perception issue. When you're standing in your front yard it feels like a car is going very fast. What this allows is to give actual data about volume, speed, and peak times which contributes to what they may do to control the volume and speed. She noted that if you do one thing on the north and south connectors, like Gasser, it impacts all the other connectors negatively.
- Director Snyder remarked that equipment monitoring is a huge undertaking and it's community policing at its finest. He's happy that they have residents that are engaged and officers that are willing to get out and do this.
- President Shipp thanked everyone's efforts on this issue.

COMMITTEE REPORTS: Ms. Morris advised that she went to the Parks and Rec meeting last week and most of the classes are wrapping up this week but fall ball will start shortly. She clarified that Dog Days is August 2nd. The HVAC unit is on the roof, the roof work is almost complete, the ductwork is nearly complete, and the project is on schedule. Fairview pool isn't working correctly right now so that's been a bit of a snafu from a sharing facilities perspective. From the schools they got an update that they completed their change out of stadium lights so now they can turn them off and on. Steering Committee strategic plan meeting was fun. Ryan and James from BerryDunn are very nice and created really fun engagement. They will be analyzing input that they're getting, and they expect to have a visioning draft in September.

President Shipp advised that next week's meeting Monday July 27 will be a Legislative Meeting and it will be the last meeting before the August recess. As there was no further business, President Shipp adjourned the meeting at 8:10 p.m.



Christina Morris
President Pro Tem of Council



Lauren Oley
Clerk of Council