



Land Use Committee

1. Proposed Parking Code Modifications

Bridget Susel has requested Committee time to seek Council's approval to modify the City's parking codes (Chapters 1167, 1122). The Community Development staff have made recommendations to modify the parking requirements under certain circumstances based on their experience implementing the existing Code. (attachment)



Administration Recommendation

I believe that the proposed parking changes offer a more balanced and realistic approach to managing parking on proposed projects. The Planning Commission voted in favor of the proposed changes and I recommend Council's support.

Council Actions

Adopt the proposed parking code updates as presented.

Community Development Committee

2. Public Art Study Update

I have asked representatives from the joint City-University Public Art Planning Project to attend Committee in order to update Council on the progress of the art study project. Consulting staff from Land Studio will summarize the input received from the public and outline the work product expected to be produced from this effort.



Administration Recommendation

The presentation is for information purposes and no action is required.

Council Actions

No action is required.

3. Eligibility of City Board Member

Jim Silver has asked for Committee time to discuss the status of an existing City board member appointed by City Council. Jim will review the terms and conditions required by Board members to remain in good standing. Jim is suggesting that one Board member's inability to meet all of the required terms requires him to be removed from the Board on which he serves.



Administration Recommendation

I recommend Council authorize the removal of the appointee and direct staff to proceed with finding a replacement Board member.

Council Actions

Authorize the removal of the appointee and proceed with securing a replacement Board member.

Health and Safety Committee

4. Traffic Signal at Water and Main Street



Jim Bowling and Jon Giaquinto have examined the traffic data for the intersection of Water and Main Street in order to respond to the referral from City Council to evaluate the possibility of adding a protected left turn movement from southbound Water Street to eastbound Main Street. Jim and Jon will present their findings with City Council for discussion. (attachments)

Administration Recommendation

Based on the data, Jim and Jon are not recommending adding a protected left turn movement. I would ask that Council accept this recommendation.

Council Actions

Receive the staff report and direct staff accordingly.

Finance Committee

5. AMATS Projects Funding Request



Jim Bowling has requested Committee time to obtain Council's authorization of the two proposed funding requests submitted to AMATS for consideration of funding. Jim has asked for \$700,000 in Federal funding to go towards the Summit Street Improvement project and \$432,000 for a bike lane designation on Hudson Drive between Fairchild Avenue and the Kent School properties. (attachments)

Administration Recommendation

The funding requests do not increase any City costs and I would encourage Council's support for these project submissions.

Council Actions

Authorize the AMATS funding requests as presented.

6. Parks and Recreation New Bingo Contract



John Idone has requested Committee time for Council to consider authorizing a new contract between Kent Parks and Recreation and the Kent American Legion to share a license that would allow bingo games to be played in Kent with a portion of the proceeds (25%) to go to Kent Parks and Recreation. (attachments)

Administration Recommendation

John estimates that this funding source could generate \$10,000 to \$12,000 a year and I recommend Council support of this new initiative.

Council Actions

Authorize Parks and Recreation to enter into a contract to operate bingo events.

7. Small Business Development Center Funding Re-Allocation



Bridget Susel has requested Committee time to seek Council's approval to re-allocate funds that were originally budgeted for the Kent Regional Business Alliance (KRBA) for small business development services in Kent to the small business development agency that has been assigned by the State of Ohio to serve Kent. (attachment)

Administration Recommendation

With the KRBA closing down their services in Kent, Bridget has been working with the State to identify the agency that will replace KRBA and provide small business development services. The State plans to reassign the service territory of the Summit/Medina small business development agency to also serve Kent. The agency will have staff assigned to work in Kent and I recommend Council's approval to transfer a portion of the original budgeted funds to the new agency.

Council Actions

Authorize the reallocation of small business development services funding.

Streets, Sidewalks & Utilities Committee



8. Bicycle and Pedestrian Safety in Downtown Kent

Based on the referral from City Council, Jim Bowling has requested Committee time to review the staff findings and recommendations for ensuring the safety of pedestrians and cyclists in downtown Kent. (attachment)

Administration Recommendation

I recommend Council receive the staff report and direct staff accordingly.

Council Actions

Receive the staff report and direct staff accordingly.

Information Items

1. Income Tax Report

Dave Coffee has provided a summary of income tax collections thru the end of September 2013. Overall the City income tax collections are up 7.02% (\$615,438) from September 2012. Kent State University's collections thru the end of September are up 3.59% (\$116,726). (attachment)

2. Draft 2014 Operating Budget

Dave Coffee and I are planning to wrap up the details of the proposed 2014 City Operating budget this weekend which means we will mail it out next week so that you could have 2 weeks to review it prior to our budget presentation which is currently scheduled for the Regular Council meeting on November 20th.

4. Kent Veterans Memorial Dedication

PARTA has scheduled the official unveiling and dedication ceremony of the new Veterans Memorial for 2 pm on November 11th, 2013. Bryan Smith at PARTA asked me to advise all of the members of Council to mark their calendars and please join PARTA and KSU in honoring the veterans from every branch of service at this dedication ceremony.

MEMORANDUM
DEPARTMENT OF COMMUNITY DEVELOPMENT
City of Kent

Date: August 21, 2013

To: Dave Ruller, City Manager

From: Jennifer Barone, Development Engineer *JAB*

Re: Planning Commission Recommendation – Zoning Text Amendment
Site Access, Parking & Loading and Rooming & Boarding Houses

Copy: Bridget Susel, Director of Community Development
Linda Jordan, Clerk of Council
Jim Silver, Law Director
Eric Fink, Assistant Law Director
file

I hereby respectfully request City Council agenda time to consider an amendment to the zoning code (Part 11 of the Codified Ordinances).

On August 20, 2013 the Kent Planning Commission conducted a public hearing to consider an amendment to the zoning text. The amendment proposes changing language to KCO Section 1167 to update the site access, parking & loading code. The modifications include the adjustment to the minimum parking space requirements, clarification of the land banking of parking specifications, addition of bicycle racks criteria, etc.

The amendment also proposes changes to KCO Section 1122 to update the parking requirements for rooming & boarding houses. When Section 1122 was created, the parking requirement was set at 1.25 spaces per resident to allow for visitor parking. The concept was intended to apply to single family homes that were converted into rooming houses. When the 1.25 spaces per resident is applied to an apartment complex, the extra parking spaces for visitors is exorbitant. Staff surveyed the parking at existing student housing complexes and found that the average number of spaces utilized per resident was 74%. The recommendation is for 80% or 0.8 spaces per resident.

After concluding the public hearing, the Planning Commission voted 4-0 to recommend to City Council to amend zoning code Sections 1122 and 1167 to update parking requirements.

A copy of the proposed amendment is attached. Since this is a text amendment and not an amendment to the Zoning Map, only a newspaper advertisement of City Council's public hearing is required by Chapter 1111 of the Kent Zoning Code. As such, this item will need to be scheduled for a public hearing and Land Use Committee review by Kent City Council.

CHAPTER 1167
Site Access, Parking and Loading

1167.01	Purpose	1167.08	Parking Area Design
1167.02	Review Prior to Issuance of Zoning Permit	1167.09	Multiple Uses
1167.03	Proximity of Required Parking Area	1167.10	Use of front and rear yards
		1167.11	Location
		1167.12	Joint Use
1167.04	Site Accessway Design and Construction	1167.13	Parking lots in Residential Districts
1167.05	Minimum number of Parking Spaces	1167.14	Certain variances
1167.06	Usable Floor Area Measurement	1167.15	Minimum loading and unloading space
1167.07	Minimum Size Space		

1167.01 Purpose

The purpose of this Chapter is to provide for the size, location and construction of accessways, off-street parking areas and loading areas for new and/or converted uses within the City of Kent.

1167.02. REVIEW PRIOR TO ISSUANCE OF ZONING PERMIT

Any proposed new development or conversion for which a Zoning Permit is required as specified in Section 1111.03(a) through (c) and (e) shall be reviewed for conformance to the requirements of this Chapter prior to the issuance of the Zoning Permit. All applicable requirements of this Chapter shall be satisfied prior to the issuance of a Certificate of Occupancy.

1167.03. PROXIMITY OF REQUIRED PARKING AREA

In all districts, in connection with every building or part thereof hereafter created, sufficient parking facilities shall be provided off-street to meet or exceed the parking requirement specified in the chapter; the furthest edge of such facilities shall be within seven hundred (700) feet of the principal permitted use or building.

1167.04. SITE ACCESSWAY DESIGN AND CONSTRUCTION

For every new or converted multifamily, commercial and industrial uses, the following standards shall apply for the design of ingress, egress or accessways:

- (a) Each ingress and/or egress driveway shall have a minimum width of twenty (20) lineal feet and shall be so designed so as to provide adequate turning and maneuvering for emergency and service vehicles.
- (b) Each ingress and/or egress driveway shall be improved with hard surface materials (excluding gravel) from the street apron to the entrance of the parking area.
- (c) Each ingress and/or egress driveway shall not be closer than ~~thirty (30)~~ **fifty (50)** feet to a street **right-of-way** line of an intersecting side street.
- (d) There shall not be more than two accessways abutting on any one street.
- (e) Ingress and egress driveways shall not be used to meet the requirements stated in Section 1167.05 "Minimum Number of Parking Spaces", and thereby block the reasonable flow of vehicles to parking spaces. Parking arrangements within ingress and egress driveway areas shall be approved by the Planning Commission.

1167.05. MINIMUM NUMBER OF PARKING SPACES

The following standards shall be used in order to determine the minimum number of parking spaces required for the specified use:

- (a) RESIDENTIAL:
- (1) Single and Two Family - - Two (2) spaces per dwelling unit.
 - (2) Multifamily - One (1) space per bedroom.
 - (3) Senior Citizen Complexes - One (1) space per dwelling unit.
- (b) COMMERCIAL:
- (1) Business and Professional Offices, Banks and Studios - One (1) space for each 250 square feet, or fraction thereof, of usable floor area, plus two (2) spaces for each three (3) employees.
 - (2) Clubs and Lodges - One (1) space for each 150 square feet, or fraction thereof, of floor area or one (1) for each four (4) seating spaces in the assembly or reception room, whichever is greater.
 - (3) Hotels, Motels and Tourist Homes - One (1) for each one (1) sleeping room.
 - (4) Medical and Dental Offices and Clinics -One (1) for each 150 square feet, or fraction thereof, of usable floor area.
 - (5) Restaurants - One (1) for each four (4) seats.
 - (6) Retail Stores and Personal Service Shops, Etc. - One (1) for each 200 500 square feet, or fraction thereof, of retail floor area.
 - (7) Indoor Theater - One (1) for each four (4) seats.
 - (8) Automobile Repair Garages - ~~One (1) for each 500 square feet, or fraction thereof, of usable floor area.~~ **Two (2) per service bay plus one (1) for each employee.**
 - (9) Gasoline Service Station - ~~One (1) space for each two (2) gasoline pumps and two (2) spaces for each service bay.~~ **1 space per employee, plus 1 space per 300 sq. ft. of floor area**
 - (10) Gasoline Station with Convenience Stores - One (1) space for each gasoline pump plus one (1) space for each 300 square feet, or fraction thereof, of retail floor space.
 - (10) (11) Bowling Establishment - Three (3) spaces for each lane.
 - (11) (12) Funeral Home - Twenty-five (25) spaces for each parlor.

(c) INDUSTRIAL:

- (1) Manufacturing and Wholesaling - One (1) space for each 1,000 square feet, or fraction thereof, of manufacturing or wholesaling floor area.
- (2) Warehousing - One (1) space for each 5,000 square feet, or fraction thereof, of warehouse floor area.

(d) OTHER:

- (1) Auditorium, Stadium, etc. - One (1) for each four (4) seats based on maximum seating capacity.
- (2) Churches and Schools - One (1) for each five (5) seats in principal auditorium based on maximum seating capacity, ~~including choir seats and seats in adjacent rooms separated from the principal auditorium by movable partitions.~~
- (3) Hospitals - One (1) for each two (2) beds.
- (4) Nursing and Convalescent Homes - ~~One half (0.5) space per bed~~ **One space for every two beds.**
- (5) Libraries and Museums - One (1) for each 500 square feet, or fraction thereof, of usable floor area.
- (6) Roadside Stand - Two (2) parking spaces.
- (7) Child Day Care Facilities - One (1) space for each employee plus one (1) space for each six (6) children being cared for, based on the number of children for which the facility is licensed. (Ord. 1996-45. Passed 7-10-96.)
- (8) Recreational Facility - 10 spaces plus one (1) additional space for each 1,000 square feet of usable floor area in excess of 2,000 square feet. If seating is included as part of the usable floor area, its floor area shall be dedicated from the total and additional parking shall be provided on the basis of one (1) space for each four (4) seats or one (1) space for each nine (9) linear feet if the seating provided is a fixed bench type. (Ord. 1998-73. Passed 8-12-98)

(e) REQUIREMENTS FOR USES NOT SPECIFIED:

- (1) Where the off-street parking requirement for a use is not specifically defined in this Chapter, the parking facilities for such use shall be developed so as to be sufficient to meet all the parking needs of the proposed use; ~~no parking, loading or servicing shall be done on the right-of-way of any publicly dedicated thoroughfare.~~

Types of Uses	Number of spaces required
Residential	
Single Family	Two spaces per unit
Two-family (Duplex)	Two spaces per unit
Multi-family	One space per bedroom
Senior Citizen Complexes	One space per dwelling unit
Rooming/Boarding/Lodging House	See Chapter 1122.08
Commercial	
Business and Professional Offices, Banks, Studios	One space for each 250 square feet of usable floor area, plus two spaces for every 3 employees
Clubs and Lodges	One space for each 150 square feet of floor area or one for each four seating spaces in the assembly or reception room, whichever is greater
Hotels, Motels, and Tourist Homes	One for each sleeping room
Medical and Dental Offices and Clinics	One for each 150 square feet of usable floor area
Restaurants	One space for each four seats
Retail Stores and Personal Service Shops	One space for each 500 square feet of retail floor area
Indoor Theaters	One space for each four seats
Automobile Repair Garages	Two spaces per service bay, plus one space per each employee
Gasoline Service Stations	One space per employee plus one space per 300 square feet of retail space
Gasoline Stations with Convenience Stores	One space per gas pump, plus one space per 300 square feet of retail space
Bowling Establishment	Three spaces for each lane
Funeral Home	Twenty-five spaces for each parlor
Industrial	
Manufacturing and Wholesaling	One space for each 1000 square feet of manufacturing or wholesaling floor area
Warehousing	One space for each 5000 square feet of warehouse floor area
Other	
Auditoriums or Stadiums	One for each four seats based on maximum seating capacity
Churches and Schools	One for each 5 seats in principal auditorium based on maximum seating capacity
Hospitals	One for each two beds
Nursing and Convalescent Homes	One space for every two beds
Libraries and Museums	One for each 500 square feet of usable floor area
Roadside Stand	Two parking spaces
Child Day Care Facilities	One space for each employee plus one space for each six children being cared for, based on the number of children for which the facility is licensed
Recreational Facility	Ten spaces plus one additional space for each 1000 square feet of usable floor area in excess of 2000 square feet. If seating is included as part of the usable floor area, its floor area shall be dedicated from the total and additional parking shall be provided on the basis of one space for each four seats or one space for each nine lineal feet if the seating provided is a fixed bench type.

1167.06 MINIMUM NUMBER OF PARKING RACKS FOR BICYCLES

The following standards shall be used in order to determine the minimum number of bike storage racks or other bike friendly facilities:

- | | |
|----------------------------|--------------------------------------|
| (a) Professional services | One (1) for every 10,000 SF |
| (b) Retail | One (1) for every 25,000 SF |
| (c) Multi-Family | |
| (1) 50 dwelling unit | 1 for every 5 units |
| (2) over 50 dwelling units | 10 plus 1 for every 10 units over 50 |
| (d) Group housing | 1 for every 5 bedrooms |
| (e) Office | |
| (1) 1-50 employees | 2 |
| (2) 51-100 employees | 4 |
| (3) 100+ | 6 |

1167.06 07. USABLE FLOOR AREA MEASUREMENT

For the purpose of determining parking space requirements in this Chapter, the term "usable floor area" means the area used for service to the public and excludes area used principally for nonpublic purposes such as storage, incidental repair, processing, show window, rest rooms and dressing rooms. Any derived number with a fractional value of more than .50 shall be rounded to the next highest whole number.

1167.07 08. MINIMUM SIZE SPACE

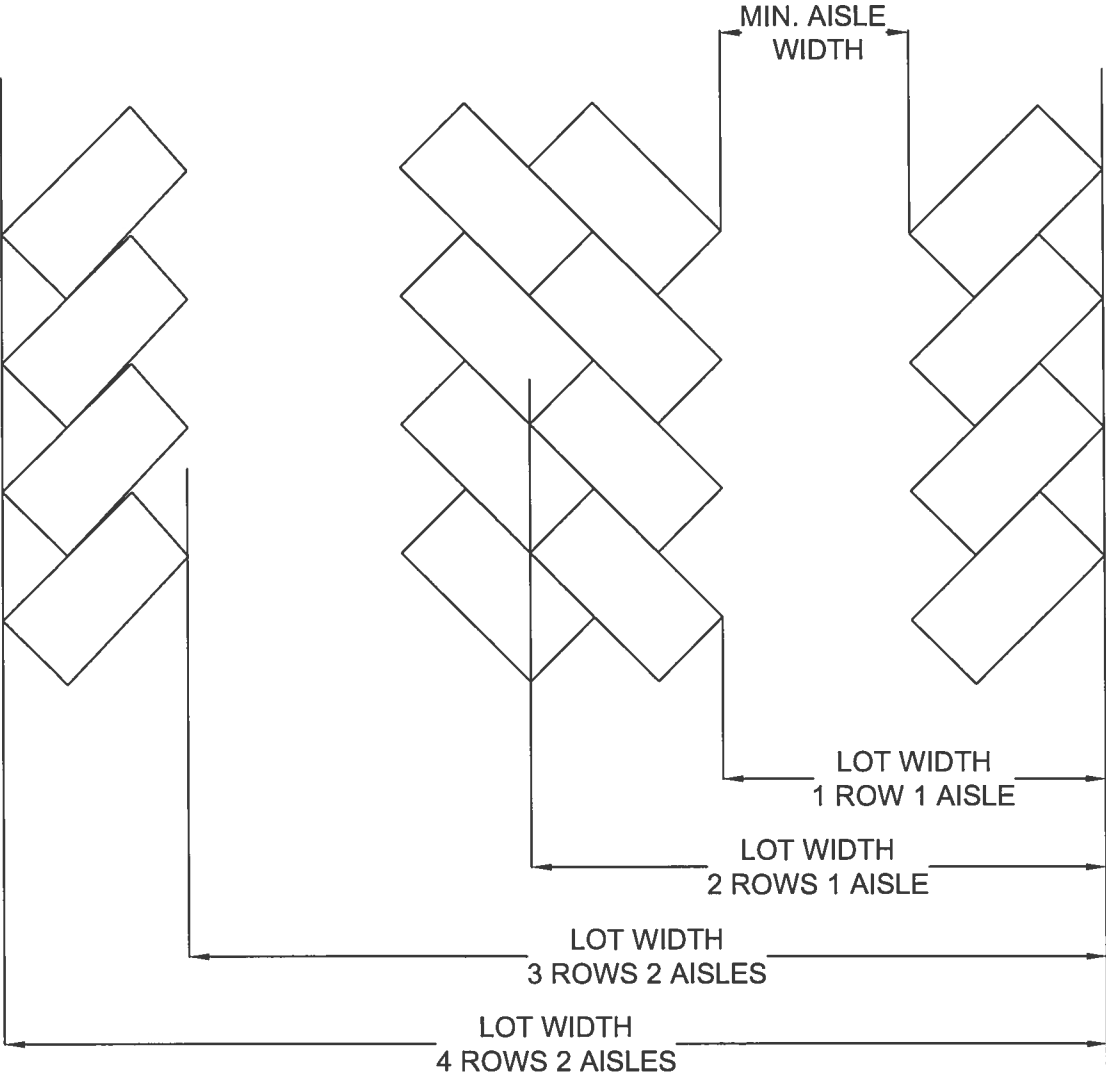
The minimum size of a parking space shall be 9'0" in width and 18'0" in length.

1167.08 09. PARKING AREA DESIGN

The following standards shall apply to the design of off-street parking areas as they are required in this Chapter for all new or converted multifamily, commercial, industrial or quasi-public use:

- (a) Hard surfacing Required: All parking areas, regardless of size, shall be hard surfaced. Pavement type and thickness shall be approved by the Development Engineer prior to construction, taking into consideration soil conditions and traffic loadings. (Ord. 1991-53. Passed 8-7-91.)
- (b) Turning Radii: Sufficient turning radii shall be provided in accordance with approved engineering standards so as to be adequate for all vehicle movement, including fire and safety vehicles, school buses or other oversize vehicles which may make use of the area.
- (c) **Parking aisle minimum width shall be 24 feet.**
- (d) Storm Water Management: Storm water runoff created as a result of the improvements to the parking area shall be controlled in such a manner so as to reduce and/or eliminate draining onto neighboring properties. Improved parking areas may be incorporated into the storm water management plan for the proposed project. Site grading as well as storm water control provisions shall be reviewed and approved by the Development Engineer prior to site construction. (Ord. 1991-53. Passed 8-7-91.)

PARKING LOT LAYOUT



PARKING LOT DIMENSIONS								
Angle of Parking	Stall Width	Curb Length	Stall Depth	Min. Drive Aisle Width	Lot Width 1 row + 1 aisle	Lot Width 2 row + 1 aisle	Lot Width 3 row + 2 aisles	Lot Width 4 row + 2 aisles
0°	9	23	9	12	21	30	51	60
	10	23	10	12	22	32	54	64
30°	9	18	16'10"	12	28'10"	45'7"	66'7"	83'5"
	10	20	18'8"	12	30'8"	49'4"	71'4"	90'
45°	9	12'9"	19'1"	13	32'1"	51'2"	76'11"	96'
	10	14'2"	21'3"	13	34'3"	55'5"	82'7"	103'9"
60°	9	10'5"	20'1"	18	38'1"	58'2"	91'9"	111'10"
	10	11'7"	22'4"	18	40'4"	62'8"	98'	120'3"
90°	9	9	18	24	42	60	102	120
	10	10	20	24	44	64	108	128

- (e) Special Area Designation: Site plans for proposed Projects shall identify the location of handicapped spaces, trash receptacles, fire lanes or other special areas as may be required by other local, state or federal laws.
- (f) Screening and Landscaping: To secure a equate screening between on-street parking areas and abutting properties, the Planning Commission shall have the power to determine the need for and amount of: planting/landscaping, materials, walls, fences or any combination of these as deemed necessary.
- (g) Maintenance: All off-street parking areas shall be continually maintained in satisfactory condition so as to be safe, attractive and free of any hazard, nuisance or other unsafe condition.

1167.~~09~~ 10. MULTIPLE USES

The parking and loading regulations for any premises in multiple usage shall be the sum of the minimum requirements for the individual uses on the premises.

1167.~~10~~ 11. USE OF FRONT AND REAR YARDS

- (a) Off-street parking facilities shall not occupy any part of any required front or side yard in any R-1, R-2, R-3, R-4, or O-R District.
- (b) In all other Districts, off-street parking facilities are permitted in the required front and rear yards provided that:
 - (1) In the front yard, a landscaped strip of no less than twenty (20) feet is maintained between the parking area and the street right-of-way line, and
 - (2) In the rear yard, a landscaped strip of no less than five (5) feet is maintained between the parking area and the rear property line.

1167.41 12. LOCATION

~~The parking spaces required for dwelling units shall be located on the lot and parking spaces required for other uses shall be located on the lot or within 700 feet of the use measured along lines of public access to the property but shall not be allowed in residential districts, except as provided in Section 1167.13.~~

1167.42 13. JOINT USE

~~Parking spaces already provided to meet off-street parking requirements for places of public assembly, commercial and industrial establishments, located within 500 feet of a religious institution measured along lines of public access, and that are not normally used between 6:00 A.M. and 6:00 P.M. on Sundays, and are made available for other parking, may be used to meet not more than seventy-five (75) percent of the off-street parking requirements of a religious institution. Parking spaces already provided to meet off-street parking requirements for commercial and industrial establishments lying within 500 feet of a place of public assembly along lines of public access, that are not normally in use between 6:00 P.M. and midnight, and are made available for other parking, may be used to meet not more than fifty (50) percent of the off-street parking requirements.~~

In order to meet the minimum amount of required off-street parking spaces required for a given use in a given district, commercial enterprises, industrial establishments, residential uses, places of public assembly, and religious institutions may apply to the Planning Commission for the right to engage in the joint use of owned parking spaces. Prior to approving the joint use of parking spaces to meet the minimum amount of required off-street parking for a given use in a given district, the Planning Commission must verify by a preponderance of the evidence that each of the statements are true:

- (a) The commercial enterprises, industrial establishments, residential uses, places of public assembly, and religious institutions engaged in the joint use of off-street parking spaces are unlikely to have a need for the joint parking spaces at overlapping times;
- (b) The parking spaces designated for joint use comprise less than 75% of the applicant's minimum required off-street parking spaces;
- (c) The parking spaces designated for joint use are within 500 lineal feet of the applicant's most appropriate entrance; AND
- (d) Written agreements between the applicant and the owner/operator of the parking spaces approve this joint use.

1167.43 14 PARKING LOTS IN RESIDENTIAL DISTRICTS

The Planning Commission may issue a Conditional Zoning Certificate for parking lots in the R-1, R-2, R-3, R-4 and O-R Districts subject to Chapters 1113, 1125 through ~~1157~~ 1135, and 1171, and the following conditions:

- (a) The parking lot shall be accessory to and for the use in connection with one or more permitted or conditionally permitted uses in and adjoining commercial or industrial district.
- (b) Such parking lot shall contain not less than 5,000 square feet, which shall abut at least fifty (50) feet, either directly or across an alley or street, on the district in which the use for which the parking is provided, permitted or conditionally permitted.
- (c) Such parking lot shall be used solely for the parking of passenger vehicles and no commercial repair work or service of any kind shall be conducted on such parking lot.
- (d) No sign of any kind, other than those designating entrances, exits, conditions of use and penalties for improper use shall be maintained on such parking lot.
- (e) Entrances and exits shall be at least twenty (20) feet from any adjacent property located in any R-1, R-2, R-3, R-4 or O-R District.
- (f) Such parking lot shall be efficiently screened on each side by a fence of acceptable design, wall or compact hedge. Such fence, wall or hedge shall be not less than four (4) feet in height and no solid portion shall be more than six (6) feet in height and shall be maintained in good condition. The planting strip for hedges shall be no less than three (3) feet in width. At least one (1) water outlet shall be provided not more than fifty (50) feet from the lot for maintenance of plant materials. The space between such fence, wall or hedge and the side lot line of adjoining premises in any residential district shall be landscaped with grass, hardy shrubs or evergreen ground cover and maintained in good condition.

1167.14 15 CERTAIN VARIANCES LAND BANKING OF PARKING SPACES

~~Where the Planning Commission is satisfied that the location, nature or uniqueness of a particular use make a variance in the parking requirement appropriate, it may, upon application, permit up to fifty (50) percent of the required parking area to remain unimproved and retained in landscaped area. It may require, at any time it deems appropriate, that some or all of the land be improved with parking to meet increasing parking demands.~~

Where the Planning Commission is satisfied that the location, nature, and uniqueness of a particular use make a variance from the minimum amount of required off-street parking spaces appropriate, the Planning Commission may, upon application, permit up to fifty (50) percent of the required off-street parking area to remain unimproved and retained in a landscaped area subject to all of the following requirements:

- (a) The applicant must retain the ability to convert the unimproved and landscaped area into improved parking;
- (b) The applicant must present a signed agreement with the Community Development office setting forth the terms and conditions that would trigger the conversion of unimproved and landscaped area into improved parking and/or return the matter to the Planning Commission to determine how much (if any) of the unimproved and landscaped area may remain unimproved; AND
- (c) Upon motion to the Planning Commission and after a public hearing, the Planning Commission shall always retain the right to require an applicant to convert some or all of the unimproved and landscaped area into improved parking sufficient to meet the minimum required off-street parking.

1167.45 16. MINIMUM LOADING AND UNLOADING SPACE

Every building used for nonresidential purposes which customarily receives or distributes goods by motor vehicle shall provide sufficient space on the premises for all loading and service purpose on the basis of the following minimum regulations:

- (a) Every building having over 5,000 square feet of gross floor area shall be provided with at least one (1) truck loading and unloading space not less than twelve (12) feet in width, forty (40) feet in length, and fourteen (14) feet clearance. An additional truck space of these dimensions shall be provided for every additional 20,000 square feet or fraction thereof, of gross floor area in the building.
- (b) Access to truck loading and unloading space shall be provided directly from a public street or alley or from any right of way that will not interfere with public convenience and that will permit the orderly and safe movement of such trucks.
- (c) Loading space as required under this section shall be provided as area additional to off-street parking spaces required by other provisions of this chapter and shall not be considered as supplying off-street parking space.

**CITY OF KENT, OHIO ZONING CODE
CHAPTER 1122
ROOMING AND BOARDING HOUSES**

~~Number of Spaces – Not less than one parking space per permitted resident shall be required for any new or expanded rooming and boarding house. In addition to the required tenant spaces, at least one (1) visitor space for every four (4) tenants shall be provided. Unless otherwise permitted, all of the parking spaces shall be located on the subject property. **Minimum parking shall be provided as follows:**~~

~~0-15 residents on the parcel = 1.25 parking spaces per bed.~~

~~16-20 residents on the parcel = 20 parking spaces~~

~~21-24 residents on the parcel = 1 parking space per bed~~

~~25+ residents on the parcel = 0.80 parking spaces per bed~~

c) Off-Site Parking – Off-site parking, including parking on a public street, may not be used for meeting the minimum parking requirements as set forth in this Chapter, unless the applicant can adequately demonstrate to the Planning Commission that they have exclusive permission from an adjoining property owner to use “excess” spaces available on the adjoining property. “Excess” spaces are spaces not needed to meet the parking requirements for the use occupying the adjoining property and/or not allocated to the exclusive use of another property. Not more than sixty (60) percent of the actual rear yard area shall be occupied by the parking area and driveway.

d) Surfacing and Drainage – Parking provided on site shall be paved using concrete or asphalt, however the parking may be installed using a gravel surface if the gravel is contained with an adequate barrier that prevents it from being spread outside of the approved parking area. Adequate storm drainage shall be provided in accordance with applicable sections of the Kent Codified Ordinances. In paved lots, the parking spaces shall be striped to the proper dimension. In gravel lots, parking wheel stops or marked railroad ties shall delineate the parking space locations. Where gravel parking is used, drive aprons must be installed in accordance with City standards and the first twenty (20) feet of the driveway back from the street must be paved.

e) Size and Layout of Parking Spaces – Parking spaces shall be no less than nine (9) feet wide and eighteen feet (18) deep. Parallel parking spaces shall be adequately sized in accordance with accepted design practice. Drive aisles shall be adequately sized to permit the unobstructed movement of vehicles in and out of the site. Parking areas should be designed, to the extent feasible, in a way that allows cars to pull forward out of the driveway into the street rather than having to back out into the street. Driveway areas may not be counted as parking spaces unless the driveway is of adequate dimension to allow for the separation of parked cars and cars moving in and out of the site.

f) Landscaping - Landscaping shall be provided around the perimeter of parking areas to the degree practical and possible and shall be fully contained on the property housing the rooming and boarding house use. In areas where parking is immediately adjacent to a residential structure on an adjoining property, landscaping shall be provided in a manner so as to provide adequate screening from car lights and outdoor activity areas.



Dave Ruller < rullerd@kent-ohio.org>

Main-Water Left Turn Phase Study

4 messages

Jon Giaquinto < giaquintoj@kent-ohio.org>

Tue, Sep 24, 2013 at 1:30 PM

To: Dave Ruller <RullerD@kent-ohio.org>

Cc: Gene Roberts <Roberts@kent-ohio.org>, Bridget Susel <SuselB@kent-ohio.org>, James Bowling <bowlingj@kent-ohio.org>, Dave Manthey <Mantheyd@kent-ohio.org>, Michelle Lee <LEE@kent-ohio.org>

Dave-

The study of the Main-Water protected left turn phase as requested by Council is completed. Based on the data and analysis, these are the conclusions from the study:

Recommendation is not to extend the time of the protected left turn phase. This is based on the following:

1. Analysis of the level of service shows an appreciable increase of delay to the approach and overall intersection by running a pretimed left turn arrow.
2. Crash history does not support a need for a protected left turn phase during the entire day.
3. A pretimed phase will appear every cycle without regard to the actual traffic demand. This would lead to more wasted time for the entire intersection as can be seen by the results of the capacity analyses.
4. Isolated left turn delays are more efficiently handled with the use of an actuated phase where a detector would call the phase rather than a pretimed phase. An actuated phase would require an equipment upgrade at the intersection.

Attached is a full copy of the report for your information. Please let me know if you have any questions.

Thanks.

-Jon

--

Jon P. Giaquinto, PE
Senior Engineer
City of Kent
Division of Engineering
930 Overholt Road
Kent, Ohio 44240

Tel: (330) 678-8106

Fax: (330) 673-1893

E-mail: giaquintoj@kent-ohio.org

 Main-Water Traffic Signal Study 9-23-13.pdf
1087K

Dave Ruller < rullerd@kent-ohio.org>

Wed, Sep 25, 2013 at 10:00 AM

To: Jon Giaquinto <giaquintoj@kent-ohio.org>

Thanks Jon.

Define "appreciable" increase in delay for me (if protected LT phase was added), LOS drop from ? to ?

You mention equipment upgrade would be necessary for actuation -- are you talking loop detection or video? What's the costs for the necessary upgrade?

Dave

[Quoted text hidden]

Jon Giaquinto <giaquintoj@kent-ohio.org>
To: Dave Ruller <rullerd@kent-ohio.org>

Wed, Sep 25, 2013 at 2:13 PM

Dave-

The intersection delays without a left turn phase are 13 sec/veh (LOS B) to 19 sec/veh (LOS B). By adding a left turn phase the intersection delay increases to 26 sec/veh (LOS C) to 63 sec/veh (LOS E).

Equipment upgrade could be either loop detectors or video detectors. A new controller cabinet would be needed in either case. Equipment cost for a cabinet and loops would be about \$25,000 and for a cabinet and video would be about \$44,000.

There are a lot of assumptions that go along with these costs such as the ability to use the existing underground conduit for the additional wire pull and mounting of bracket arms on the existing poles to secure the video detectors. Also any design, bidding, maintenance of traffic and construction inspection is not included.

Thanks.

-Jon

[Quoted text hidden]

Dave Ruller <rullerd@kent-ohio.org>
To: Jon Giaquinto <giaquintoj@kent-ohio.org>

Wed, Sep 25, 2013 at 2:27 PM

Thanks.

[Quoted text hidden]

CITY OF KENT
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF ENGINEERING

MEMO

TO: James Bowling, City Engineer

FROM: Jon Giaquinto, Senior Engineer

DATE: September 23, 2013

RE: Water Street - Main Street Traffic Signal Phase Change Request

As per Council's request on July 24, 2013, we have studied the Water Street and Main Street traffic signal operation, specifically adding a protected left turn arrow for EB/WB Main Street. This memo presents the data collected and the analysis completed on the intersection.

Our understanding of the concerns raised in regards to the Water Street-Main Street intersection from the July 24, 2013 Council meeting include:

- undue delay incurred by left turning traffic from Main Street onto Water Street and
- safety of the left turn movements at the intersection when a protected left turn arrow is not in use.

Existing Data Collection

The Engineering Division collected the following data at the Water St./Main St. intersection:

- Traffic signal timing collected by use of stopwatch.
- Recorded crash data provided by Kent PD for years 2010-2012.
- Turning movement counts for eight hours on August 22, 2013. The hours of the count included 8:00 am - 10:00 am, 11:00 am - 2:00 p.m. and 3:00 p.m. to 6:00 p.m.
- Left turn delay of the EB and WB movements on July 25, 2013, August 21, 2013 and August 29, 2013.

Traffic Signal Timing

A.M. without left turn arrow:

NB/SB $G_{ball}=25$ sec., $Y_{ball}=3$ sec., All Red=2 sec.
EB/WB $G_{ball}=25$ sec., $Y_{ball}=3$ sec., All Red=2 sec.
Cycle length = 60 sec.

A.M. with left turn arrow (7:35 a.m. to 9:00 a.m.):

NB/SB Left turn arrow $G_{arrow}=9$ sec., $Y_{arrow}=3$ sec., All Red=2 sec.
NB/SB $G_{ball}=25$ sec., $Y_{ball}=4$ sec., All Red=2 sec.

EB/WB Left turn arrow $G_{arrow}=9$ sec., $Y_{arrow}=3$ sec., All Red=2 sec.
EB/WB $G_{ball}=25$ sec., $Y_{ball}=4$ sec., All Red=2 sec.

Cycle length = 90 sec.

P.M. without left turn arrow:

NB/SB $G_{ball}=25$ sec., $Y_{ball}=5$ sec., All Red=3 sec.

EB/WB $G_{ball}=25$ sec., $Y_{ball}=4$ sec., All Red=3 sec.

Cycle length = 65 sec.

P.M. with left turn arrow (4:35 p.m. to 6:00 p.m.):

NB/SB Left turn arrow $G_{arrow}=10$ sec., $Y_{arrow}=5$ sec., All Red=3 sec.
NB/SB $G_{ball}=24$ sec., $Y_{ball}=5$ sec., All Red=3 sec.

EB/WB Left turn arrow $G_{arrow}=10$ sec., $Y_{arrow}=5$ sec., All Red=3 sec.
EB/WB $G_{ball}=24$ sec., $Y_{ball}=5$ sec., All Red=3 sec.

Cycle length = 100 sec.

Crash Data

A total of 13 crashes were recorded over the three year period (2010-2012) with 9 property damage only and 4 property damage with injury crashes.

Year 2010 - 6 crashes (4 property damage and 2 property damage with injury)

Year 2011 - 3 crashes (3 property damage)

Year 2012 - 4 crashes (2 property damage and 2 property damage with injury)

We were able to review the 2012 crashes from the OH-1 reports on the KPD website. The four crashes included 3 rear ends (2 in the SB thru lane and one in the WB thru lane) and one angle crash due to a red light run (WB thru and NB thru). No crashes in 2012 were attributed to the lack of a protected left turn phase.

Left Turn Delay

Left turn stopped time (delay) for EB and WB left turn traffic on Main Street, during times when the protected left turn arrow was not active, was measured in the field by timing the delay of each left turn vehicle within a one hour period. An average delay for all left turn vehicles for the hour was reported along with the maximum delay seen by any one left turn vehicle during the hour.

Water St. - Main St.				
	EB Left Turns		WB Left Turns	
Time	Avg. Delay (sec/veh)	Max. Delay (sec)	Avg. Delay (sec/veh)	Max. Delay (sec)
11 am - Noon	21	54	22	57
2 - 3 pm	29	129	17	114
3 - 4 pm	22	119	21	58

These average delays correlate to a level of service of B and C for the movement. The city recognizes level of service D as acceptable.

Intersection Capacity Analysis

Capacity analysis is a standard method accepted by ODOT to analyze delay and level of service for a signalized intersection. The Highway Capacity Software (HCS) program was used for this analysis. Capacity for the existing condition, no protected left turn phase, was compared to the capacity for a protected left turn condition. The protected left turn condition included a protected left turn phase for all directions (as is currently the case) when the phase is active. The analysis utilized the intersection traffic count data and the traffic signal timing data. The existing condition includes times between 9:00 am and 4:00 pm when the protected left turn phase is not active. The following chart summarizes the level of service and delays for each approach and the intersection as a whole.

Water St. - Main St.				
9:00 am - 10:00 am				
Direction	Without Left Turn Arrow		With Left Turn Arrow	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
EB	12.3	B	27	C
WB	12.6	B	27.9	C
NB	12	B	25.5	C
SB	13.5	B	25.4	C
Intersection	12.7	B	26.3	C

Water St. - Main St.				
11:15 am - 12:15 pm				
Direction	Without Left Turn Arrow		With Left Turn Arrow	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
EB	13.9	B	31.7	C
WB	16.3	B	44.7	D
NB	13	B	28.7	C
SB	14.4	B	28.2	C
Intersection	14.7	B	34.3	C

Water St. - Main St.				
12:15 pm - 1:15 pm				
Direction	Without Left Turn Arrow		With Left Turn Arrow	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
EB	17.5	B	45	D
WB	21.6	C	93.5	F
NB	17	B	39.7	D
SB	17	B	35.9	D
Intersection	18.6	B	57.2	E

Water St. - Main St.				
1:15 pm - 2:15 pm				
Direction	Without Left Turn Arrow		With Left Turn Arrow	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
EB	16.6	B	39.1	D
WB	20.1	C	71.6	E
NB	16.5	B	39.1	D
SB	17.3	B	36.7	D
Intersection	17.9	B	49	D

Water St. - Main St.				
3:15 pm - 4:15 pm				
	Without Left Turn Arrow		With Left Turn Arrow	
Direction	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
EB	17.7	B	44.5	D
WB	22.4	C	107	F
NB	16.3	B	38.1	D
SB	17.4	B	38.9	D
Intersection	18.9	B	62.5	E

Conclusions

Recommendation is not to extend the time of the protected left turn phase. This is based on the following:

1. Analysis of the level of service shows an appreciable increase of delay to the approach and overall intersection by running a pretimed left turn arrow.
2. Crash history does not support a need for a protected left turn phase during the entire day.
3. A pretimed phase will appear every cycle without regard to the actual traffic demand. This would lead to more wasted time for the entire intersection as can be seen by the results of the capacity analyses.
4. Isolated left turn delays are more efficiently handled with the use of an actuated phase where a detector would call the phase rather than a pretimed phase. An actuated phase would require an equipment upgrade at the intersection.

Please do not hesitate to contact me if you have any questions or need additional information.

- Attachment #1 – Traffic Counts
- Attachment #2 – Delay Counts
- Attachment #3 – Intersection Capacity Analyses
- Attachment #4 - Crash Data

c: Dave Ruller, City Manager
 TE&S Committee
 file

ATTACHMENT #1

City of Kent

Division of Engineering

930 Overholt Road
Kent, Ohio 44240

Water Street
Water St.-Main St.
Thursday, August 22, 2013

File Name : Water-Main 8-22-13
Site Code : 00000000
Start Date : 8/22/2013
Page No : 1

Start Time	Groups Printed- Cars - Buses - Trucks																				
	WATER ST From North				MAIN ST From East				WATER ST From South				MAIN ST From West								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	11	61	44	0	116	7	34	8	0	49	5	52	10	0	67	16	42	10	0	68	300
08:15 AM	5	42	26	0	73	4	28	5	0	37	2	44	9	0	55	16	32	12	0	60	225
08:30 AM	7	44	57	0	108	9	26	8	0	43	6	37	8	0	51	7	37	11	0	55	257
08:45 AM	4	44	36	0	84	3	31	6	0	40	5	42	14	0	61	12	27	11	0	50	235
Total	27	191	163	0	381	23	119	27	0	169	18	175	41	0	234	51	138	44	0	233	1017
09:00 AM	8	44	28	0	80	9	44	13	0	66	6	32	19	0	57	10	37	15	0	62	265
09:15 AM	9	42	39	0	90	5	34	11	0	50	10	38	9	0	57	15	22	10	0	47	244
09:30 AM	7	42	29	0	78	5	40	7	0	52	8	23	7	0	38	10	20	6	0	36	204
09:45 AM	12	39	49	0	100	16	42	7	0	65	5	28	8	0	41	19	38	5	0	62	268
Total	36	167	145	0	348	35	160	38	0	233	29	121	43	0	193	54	117	36	0	207	981
10:00 AM	16	37	50	0	103	11	49	11	0	71	8	23	12	0	43	7	24	12	0	43	260
10:15 AM	1	1	1	0	3	0	0	2	0	2	1	3	2	0	6	0	1	0	0	1	12
*** BREAK ***																					
Total	17	38	51	0	106	11	49	13	0	73	9	26	14	0	49	7	25	12	0	44	272
11:00 AM	3	15	10	0	28	5	21	8	0	34	6	11	6	0	23	5	12	4	0	21	106
11:15 AM	10	44	46	0	100	17	59	27	0	103	15	31	14	0	60	22	36	11	0	69	332
11:30 AM	10	55	51	0	116	19	60	22	0	101	20	38	9	0	67	15	47	12	0	74	358
11:45 AM	12	49	34	0	95	25	68	27	0	120	11	37	16	0	64	21	34	15	0	70	349
Total	35	163	141	0	339	63	208	84	0	358	52	117	45	0	214	63	129	42	0	234	1145
12:00 PM	15	53	28	0	96	35	78	19	0	132	22	39	14	0	75	25	50	14	0	89	392
12:15 PM	9	51	41	0	101	29	60	27	0	116	18	40	32	0	90	17	41	17	0	75	362
12:30 PM	11	46	44	0	101	35	69	39	0	143	33	37	21	0	91	26	52	13	0	91	426
12:45 PM	11	45	29	0	85	34	75	25	0	134	30	35	20	0	85	12	46	13	0	71	375
Total	46	194	142	0	383	133	282	110	0	525	103	151	87	0	341	80	189	57	0	326	1575
01:00 PM	13	52	27	0	92	23	65	29	0	117	17	47	35	0	99	36	43	20	0	99	407
01:15 PM	14	62	37	0	113	36	81	33	0	150	23	37	23	0	83	18	44	15	0	77	423
01:30 PM	9	50	35	0	94	15	62	33	0	110	22	42	17	0	81	21	41	18	0	80	365
01:45 PM	13	59	37	0	109	18	79	31	0	128	22	50	17	0	89	21	48	13	0	82	408
Total	49	223	136	0	408	92	287	126	0	505	84	176	92	0	352	96	176	68	0	338	1603

Water Street

Water St.-Main St.

Thursday, August 22, 2013

File Name : Water-Main 8-22-13

Site Code : 00000000

Start Date : 8/22/2013

Page No : 2

Groups Printed- Cars - Buses - Trucks

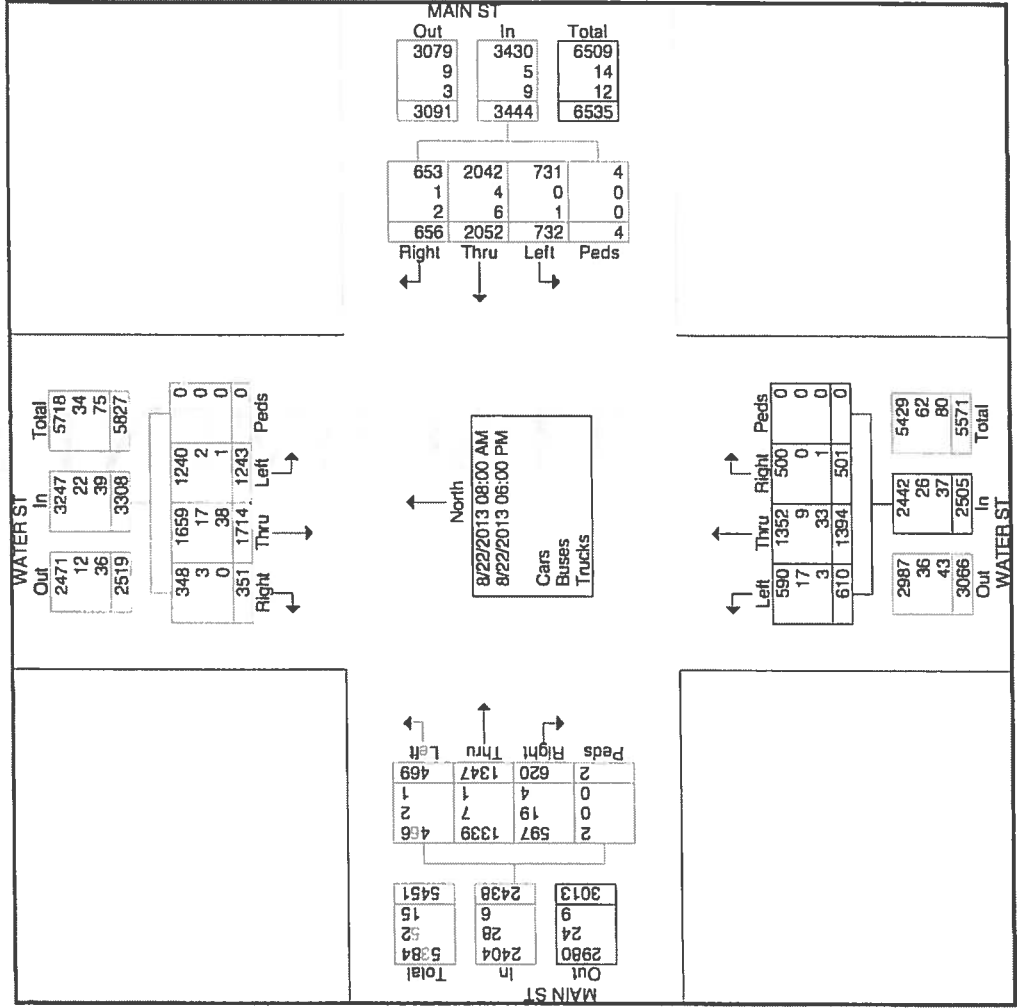
Start Time	WATER ST From North						MAIN ST From East						WATER ST From South						MAIN ST From West					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	
02:00 PM	11	30	36	0	77	19	53	27	0	99	13	37	17	0	67	11	34	19	0	64				
*** BREAK ***																								
Total	11	30	36	0	77	19	53	27	0	99	13	37	17	0	67	11	34	19	0	64				
03:00 PM	1	2	7	0	10	1	4	5	0	10	3	7	3	0	13	1	4	1	0	6				
03:15 PM	7	61	31	0	99	26	82	27	0	135	13	47	15	0	75	16	43	14	0	73				
03:30 PM	10	62	37	0	109	20	71	29	0	120	16	38	12	0	66	21	55	16	0	92				
03:45 PM	9	63	39	0	111	26	78	38	0	142	14	51	24	0	89	17	40	18	0	75				
Total	27	188	114	0	329	73	235	99	0	407	46	143	54	0	243	55	142	49	0	246				
04:00 PM	8	49	30	0	87	29	77	25	0	131	15	48	26	0	89	22	61	22	0	105				
04:15 PM	11	58	41	0	110	20	80	17	2	119	20	52	19	0	91	21	36	14	1	72				
04:30 PM	11	67	38	0	116	26	79	34	0	139	19	63	18	0	100	17	42	20	0	79				
04:45 PM	12	67	31	0	110	25	68	22	2	117	8	36	25	0	69	21	51	17	0	89				
Total	42	241	140	0	423	100	304	98	4	506	62	199	88	0	349	81	190	78	1	345				
05:00 PM	12	56	36	0	104	19	80	27	0	126	13	45	22	0	80	32	40	18	0	90				
05:15 PM	14	62	39	0	115	16	73	24	0	113	20	51	25	0	96	19	41	21	0	81				
05:30 PM	19	51	42	0	112	21	69	12	0	102	22	48	35	0	105	21	49	9	1	80				
05:45 PM	7	54	34	0	95	25	67	19	0	111	15	47	19	0	81	31	34	11	0	76				
Total	52	223	154	0	426	81	289	82	0	452	70	191	101	0	362	103	164	59	1	327				
06:00 PM	9	55	24	0	88	23	66	28	0	117	15	58	28	0	101	19	43	12	0	74				
Grand Total	351	1714	1243	0	3308	656	2052	732	4	3444	501	1394	610	0	2505	620	1347	469	2	2438				
Approch %	10.6	51.8	37.6	0		19	59.6	21.3	0.1		20	55.6	24.4	0		25.4	55.3	19.2	0.1					
Total %	3	14.7	10.6	0	28.3	5.6	17.5	6.3	0	29.4	4.3	11.9	5.2	0	21.4	5.3	11.5	4	0	20.8				
% Cars	348	1659	1240	0	3247	653	2042	731	4	3430	500	1352	590	0	2442	597	1339	466	2	2404				
% Buses	99.1	96.8	99.8	0	98.2	99.5	99.5	99.9	100	99.6	99.8	97	96.7	0	97.5	96.3	99.4	99.4	100	98.6				
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

City of Kent Division of Engineering

930 Overholt Road
Kent, Ohio 44240

Water Street
Water St.-Main St.
Thursday, August 22, 2013

File Name : Water-Main 8-22-13
Site Code : 00000000
Start Date : 8/22/2013
Page No : 3



ATTACHMENT #2

City of Kent
Division of Engineering

930 Overholt Road
 Kent, Ohio 44240

File Name : Water-Main EB Left Turn Delay Study_8-29-13
 Site Code : 00000000
 Start Date : 8/29/2013
 Page No : 1

Water Street
 Water St.-Main St.
 Thursday, August 29, 2013

Summary Information:	Main St EB Left Turn
11:00:00 AM - 11:15:00 AM	17
Total Vehicle Count:	17
Delayed Vehicle Count:	0
Through Vehicle Count:	29.71
Average Stopped Time:	51
Maximum Stopped Time:	0
Min. Secs. for Delay:	0.60
Average Queue:	1.43
Queue Density:	3
Maximum Queue:	0.60
Delay in Vehicle Hour:	505
Total Delay:	

Summary Information:	Main St EB Left Turn
11:15:00 AM - 11:30:00 AM	18
Total Vehicle Count:	18
Delayed Vehicle Count:	0
Through Vehicle Count:	15.94
Average Stopped Time:	54
Maximum Stopped Time:	0
Min. Secs. for Delay:	0.32
Average Queue:	1.20
Queue Density:	2
Maximum Queue:	0.32
Delay in Vehicle Hour:	287
Total Delay:	

Summary Information:	Main St EB Left Turn
11:30:00 AM - 11:45:00 AM	15
Total Vehicle Count:	15
Delayed Vehicle Count:	0
Through Vehicle Count:	18.80
Average Stopped Time:	54
Maximum Stopped Time:	0
Min. Secs. for Delay:	0.31
Average Queue:	1.10
Queue Density:	2
Maximum Queue:	0.32
Delay in Vehicle Hour:	282
Total Delay:	

City of Kent
Division of Engineering

930 Overholt Road
 Kent, Ohio 44240

File Name : Water-Main EB Left Turn Delay Study_8-29-13
 Site Code : 00000000
 Start Date : 8/29/2013
 Page No : 2

Water Street
 Water St.-Main St.
 Thursday, August 29, 2013

Summary Information:

11:45:00 AM - 12:00:00 PM	Main St. EB Left Turn
Total Vehicle Count:	19
Delayed Vehicle Count:	19
Through Vehicle Count:	0
Average Stopped Time:	18.42
Maximum Stopped Time:	53
Min. Secs. for Delay:	0
Average Queue:	0.42
Queue Density:	1.31
Maximum Queue:	3
Delay in Vehicle Hour:	0.42
Total Delay:	350

Summary Information:

11:00:00 AM - 12:00:00 PM	Main St. EB Left Turn
Total Vehicle Count:	69
Delayed Vehicle Count:	69
Through Vehicle Count:	0
Average Stopped Time:	20.64
Maximum Stopped Time:	54
Min. Secs. for Delay:	0
Average Queue:	0.41
Queue Density:	1.27
Maximum Queue:	3
Delay in Vehicle Hour:	0.41
Total Delay:	1424

City of Kent
Division of Engineering

930 Overholt Road
 Kent, Ohio 44240

File Name : Water-Main EB Left Turn Delay Study_8-29-13
 Site Code : 00000000
 Start Date : 8/29/2013
 Page No : 1

Water Street
 Water St.-Main St.
 Thursday, August 29, 2013

Summary Information:	Main St. EB Left Turn
2:00:00 PM - 2:15:00 PM	
Total Vehicle Count:	6
Delayed Vehicle Count:	6
Through Vehicle Count:	0
Average Stopped Time:	13.67
Maximum Stopped Time:	29
Min. Secs. for Delay:	0
Average Queue:	0.10
Queue Density:	1.04
Maximum Queue:	2
Delay in Vehicle Hour:	0.10
Total Delay:	82

Summary Information:	Main St. EB Left Turn
2:15:00 PM - 2:30:00 PM	
Total Vehicle Count:	11
Delayed Vehicle Count:	11
Through Vehicle Count:	0
Average Stopped Time:	34.73
Maximum Stopped Time:	70
Min. Secs. for Delay:	0
Average Queue:	0.94
Queue Density:	1.57
Maximum Queue:	4
Delay in Vehicle Hour:	0.94
Total Delay:	382

Summary Information:	Main St. EB Left Turn
2:30:00 PM - 2:45:00 PM	
Total Vehicle Count:	10
Delayed Vehicle Count:	10
Through Vehicle Count:	0
Average Stopped Time:	29.10
Maximum Stopped Time:	58
Min. Secs. for Delay:	0
Average Queue:	0.35
Queue Density:	1.19
Maximum Queue:	3
Delay in Vehicle Hour:	0.36
Total Delay:	291

City of Kent
Division of Engineering

930 Overholt Road
 Kent, Ohio 44240

File Name : Water-Main EB Left Turn Delay Study_8-29-13
 Site Code : 00000000
 Start Date : 8/29/2013
 Page No : 2

Water Street
 Water St.-Main St.
 Thursday, August 29, 2013

Summary Information:	
2:45:00 PM - 3:00:00 PM	Main St. EB Left Turn
Total Vehicle Count:	19
Delayed Vehicle Count:	19
Through Vehicle Count:	0
Average Stopped Time:	29.95
Maximum Stopped Time:	129
Min. Secs. for Delay:	0
Average Queue:	0.68
Queue Density:	1.22
Maximum Queue:	2
Delay in Vehicle Hour:	0.68
Total Delay:	569

Summary Information:	
2:00:00 PM - 3:00:00 PM	Main St. EB Left Turn
Total Vehicle Count:	46
Delayed Vehicle Count:	46
Through Vehicle Count:	0
Average Stopped Time:	28.78
Maximum Stopped Time:	129
Min. Secs. for Delay:	0
Average Queue:	0.37
Queue Density:	1.28
Maximum Queue:	4
Delay in Vehicle Hour:	0.38
Total Delay:	1324

Water Street
 Water St.-Main St.
 Thursday, July 25, 2013

Summary Information:	Main St. EB Left Turn
3:00:00 PM - 3:15:00 PM	26
Total Vehicle Count:	26
Delayed Vehicle Count:	0
Through Vehicle Count:	8.35
Average Stopped Time:	38
Maximum Stopped Time:	0
Min. Secs. for Delay:	0.25
Average Queue:	1.19
Queue Density:	2
Maximum Queue:	0.25
Delay in Vehicle Hour:	217
Total Delay:	

Summary Information:	Main St. EB Left Turn
3:15:00 PM - 3:30:00 PM	20
Total Vehicle Count:	20
Delayed Vehicle Count:	0
Through Vehicle Count:	17.20
Average Stopped Time:	47
Maximum Stopped Time:	0
Min. Secs. for Delay:	0.38
Average Queue:	1.29
Queue Density:	4
Maximum Queue:	0.39
Delay in Vehicle Hour:	344
Total Delay:	

Summary Information:	Main St. EB Left Turn
3:30:00 PM - 3:45:00 PM	11
Total Vehicle Count:	11
Delayed Vehicle Count:	0
Through Vehicle Count:	10.64
Average Stopped Time:	65
Maximum Stopped Time:	0
Min. Secs. for Delay:	0.12
Average Queue:	1.02
Queue Density:	2
Maximum Queue:	0.13
Delay in Vehicle Hour:	117
Total Delay:	

City of Kent
Division of Engineering
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 Kent, Ohio 44240

File Name : Water-Main EB Left Turn Delay Study_7-25-13
 Site Code : 00000000
 Start Date : 7/25/2013
 Page No : 2

Summary Information:
 3:45:00 PM - 4:00:00 PM

Total Vehicle Count:	15
Delayed Vehicle Count:	15
Through Vehicle Count:	0
Average Stopped Time:	59.60
Maximum Stopped Time:	119
Min. Secs. for Delay:	0
Average Queue:	1.06
Queue Density:	1.65
Maximum Queue:	3
Delay in Vehicle Hour:	1.06
Total Delay:	894

Summary Information:
 3:00:00 PM - 4:00:00 PM

Total Vehicle Count:	72
Delayed Vehicle Count:	72
Through Vehicle Count:	0
Average Stopped Time:	21.83
Maximum Stopped Time:	119
Min. Secs. for Delay:	0
Average Queue:	0.44
Queue Density:	1.42
Maximum Queue:	4
Delay in Vehicle Hour:	0.44
Total Delay:	1572

City of Kent
Division of Engineering

930 Overholt Road
 Kent, Ohio 44240

File Name : Water-Main WB Left Turn Delay Study_8-21-13
 Site Code : 00000000
 Start Date : 8/21/2013
 Page No : 1

Water Street
Water St. - Main St.
Wednesday, August 21, 2013

Summary Information:

	Main St. WB Left Turn
11:03:00 AM - 11:18:00 AM	12
Total Vehicle Count:	12
Delayed Vehicle Count:	0
Through Vehicle Count:	18.92
Average Stopped Time:	47
Maximum Stopped Time:	0
Min. Secs. for Delay:	0.26
Average Queue:	1.41
Queue Density:	3
Maximum Queue:	0.26
Delay in Vehicle Hour:	227
Total Delay:	

Summary Information:

	Main St. WB Left Turn
11:18:00 AM - 11:33:00 AM	9
Total Vehicle Count:	9
Delayed Vehicle Count:	0
Through Vehicle Count:	17.33
Average Stopped Time:	41
Maximum Stopped Time:	0
Min. Secs. for Delay:	0.17
Average Queue:	1.23
Queue Density:	2
Maximum Queue:	0.17
Delay in Vehicle Hour:	156
Total Delay:	

Summary Information:

	Main St. WB Left Turn
11:33:00 AM - 11:48:00 AM	11
Total Vehicle Count:	11
Delayed Vehicle Count:	0
Through Vehicle Count:	26.09
Average Stopped Time:	54
Maximum Stopped Time:	0
Min. Secs. for Delay:	0.32
Average Queue:	1.26
Queue Density:	2
Maximum Queue:	0.32
Delay in Vehicle Hour:	287
Total Delay:	

City of Kent
Division of Engineering
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File Name : Water-Main WB Left Turn Delay Study_8-21-13
 Site Code : 00000000
 Start Date : 8/21/2013
 Page No : 2

Summary Information:	Main St. WB Left Turn
11:48:00 AM - 12:03:00 PM	
Total Vehicle Count:	9
Delayed Vehicle Count:	9
Through Vehicle Count:	0
Average Stopped Time:	23.67
Maximum Stopped Time:	57
Min. Secs. for Delay:	0
Average Queue:	0.27
Queue Density:	1.05
Maximum Queue:	2
Delay in Vehicle Hour:	0.28
Total Delay:	213

Summary Information:	Main St. WB Left Turn
11:03:00 AM - 12:03:00 PM	
Total Vehicle Count:	41
Delayed Vehicle Count:	41
Through Vehicle Count:	0
Average Stopped Time:	21.54
Maximum Stopped Time:	57
Min. Secs. for Delay:	0
Average Queue:	0.24
Queue Density:	1.23
Maximum Queue:	3
Delay in Vehicle Hour:	0.24
Total Delay:	883

City of Kent
Division of Engineering

930 Overholt Road
 Kent, Ohio 44240

File Name : Water-Main WB Left Turn Delay Study_8-21-13
 Site Code : 00000000
 Start Date : 8/21/2013
 Page No : 1

Water Street
 Water St. - Main St.
 Wednesday, August 21, 2013

Summary Information:
 2:03:00 PM - 2:18:00 PM

Total Vehicle Count:	17	Main St. WB Left Turn
Delayed Vehicle Count:	17	
Through Vehicle Count:	0	
Average Stopped Time:	5.00	
Maximum Stopped Time:	24	
Min. Secs. for Delay:	0	
Average Queue:	0.10	
Queue Density:	1.00	
Maximum Queue:	1	
Delay in Vehicle Hour:	0.11	
Total Delay:	85	

Summary Information:
 2:18:00 PM - 2:33:00 PM

Total Vehicle Count:	21	Main St. WB Left Turn
Delayed Vehicle Count:	21	
Through Vehicle Count:	0	
Average Stopped Time:	20.86	
Maximum Stopped Time:	114	
Min. Secs. for Delay:	0	
Average Queue:	0.49	
Queue Density:	1.30	
Maximum Queue:	3	
Delay in Vehicle Hour:	0.50	
Total Delay:	438	

Summary Information:
 2:33:00 PM - 2:48:00 PM

Total Vehicle Count:	19	Main St. WB Left Turn
Delayed Vehicle Count:	19	
Through Vehicle Count:	0	
Average Stopped Time:	19.89	
Maximum Stopped Time:	41	
Min. Secs. for Delay:	0	
Average Queue:	0.44	
Queue Density:	1.43	
Maximum Queue:	3	
Delay in Vehicle Hour:	0.44	
Total Delay:	378	

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Division of Engineering

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File Name : Water-Main WB Left Turn Delay Study_8-21-13
 Site Code : 00000000
 Start Date : 8/21/2013
 Page No : 2

Summary Information:

2:48:00 PM - 3:03:00 PM

Total Vehicle Count:	26	Main St. WB Left Turn
Delayed Vehicle Count:	26	
Through Vehicle Count:	0	
Average Stopped Time:	19.08	
Maximum Stopped Time:	46	
Min. Secs. for Delay:	0	
Average Queue:	0.57	
Queue Density:	1.73	
Maximum Queue:	3	
Delay in Vehicle Hour:	0.57	
Total Delay:	496	

Summary Information:

2:03:00 PM - 3:03:00 PM

Total Vehicle Count:	83	Main St. WB Left Turn
Delayed Vehicle Count:	83	
Through Vehicle Count:	0	
Average Stopped Time:	16.83	
Maximum Stopped Time:	114	
Min. Secs. for Delay:	0	
Average Queue:	0.40	
Queue Density:	1.44	
Maximum Queue:	3	
Delay in Vehicle Hour:	0.40	
Total Delay:	1397	

City of Kent
Division of Engineering

930 Overholt Road
 Kent, Ohio 44240

File Name : Water-Main WB Left Turn Delay Study_8-21-13
 Site Code : 00000000
 Start Date : 8/21/2013
 Page No : 1

Water Street
 Water St. - Main St.
 Wednesday, August 21, 2013

Summary Information:	
3:03:00 PM - 3:18:00 PM	Main St. WB Left Turn
Total Vehicle Count:	10
Delayed Vehicle Count:	10
Through Vehicle Count:	0
Average Stopped Time:	19.10
Maximum Stopped Time:	49
Min. Secs. for Delay:	0
Average Queue:	0.28
Queue Density:	1.14
Maximum Queue:	2
Delay in Vehicle Hour:	0.29
Total Delay:	191

Summary Information:	
3:18:00 PM - 3:33:00 PM	Main St. WB Left Turn
Total Vehicle Count:	13
Delayed Vehicle Count:	13
Through Vehicle Count:	0
Average Stopped Time:	25.15
Maximum Stopped Time:	58
Min. Secs. for Delay:	0
Average Queue:	0.40
Queue Density:	1.13
Maximum Queue:	2
Delay in Vehicle Hour:	0.40
Total Delay:	327

Summary Information:	
3:33:00 PM - 3:48:00 PM	Main St. WB Left Turn
Total Vehicle Count:	21
Delayed Vehicle Count:	21
Through Vehicle Count:	0
Average Stopped Time:	19.57
Maximum Stopped Time:	57
Min. Secs. for Delay:	0
Average Queue:	0.46
Queue Density:	1.33
Maximum Queue:	3
Delay in Vehicle Hour:	0.46
Total Delay:	411

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Division of Engineering

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File Name : Water-Main WB Left Turn Delay Study_8-21-13
 Site Code : 00000000
 Start Date : 8/21/2013
 Page No : 2

	Main St. WB Left Turn
Summary Information:	
3:48:00 PM - 4:03:00 PM	
Total Vehicle Count:	14
Delayed Vehicle Count:	14
Through Vehicle Count:	0
Average Stopped Time:	20.79
Maximum Stopped Time:	45
Min. Secs. for Delay:	0
Average Queue:	0.45
Queue Density:	1.31
Maximum Queue:	3
Delay in Vehicle Hour:	0.45
Total Delay:	291

	Main St. WB Left Turn
Summary Information:	
3:03:00 PM - 4:03:00 PM	
Total Vehicle Count:	58
Delayed Vehicle Count:	58
Through Vehicle Count:	0
Average Stopped Time:	21.03
Maximum Stopped Time:	58
Min. Secs. for Delay:	0
Average Queue:	0.36
Queue Density:	1.23
Maximum Queue:	3
Delay in Vehicle Hour:	0.36
Total Delay:	1220

ATTACHMENT #3

HCS+: Signalized Intersections Release 5.4

Analyst: JPG Inter.: Water St. - Main St.
 Agency: Kent Area Type: CBD or Similar
 Date: 8/26/2013 Jurisd: Kent
 Period: 9-10 am Year : 2013
 Project ID: Water St. - Main St. without LT Arrow
 E/W St: Main St. N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	36	117	54	38	160	35	43	121	29	145	167	36
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: CBD or Similar
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				25.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	437	1048	0.09	0.42	11.0	B		
TR	665	1597	0.28	0.42	12.6	B	12.3	B
Westbound								
L	447	1073	0.09	0.42	11.0	B		
TR	680	1631	0.31	0.42	12.9	B	12.6	B
Northbound								
L	433	1040	0.11	0.42	11.2	B		
TR	678	1627	0.24	0.42	12.2	B	12.0	B
Southbound								
L	456	1095	0.35	0.42	14.0	B		
TR	680	1632	0.32	0.42	13.1	B	13.5	B

Intersection Delay = 12.7 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.4

Analyst: JPG Inter.: Water St. - Main St.
 Agency: Kent Area Type: CBD or Similar
 Date: 8/26/2013 Jurisd: Kent
 Period: 11:15-12:15 pm Year : 2013
 Project ID: Water St. - Main St. without LT Arrow
 E/W St: Main St. N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	52	167	83	95	265	96	53	145	68	159	201	47
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				25.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	300	720	0.19	0.42	12.5	B		
TR	664	1593	0.41	0.42	14.2	B	13.9	B
Westbound								
L	393	944	0.26	0.42	13.1	B		
TR	671	1610	0.58	0.42	17.2	B	16.3	B
Northbound								
L	395	949	0.15	0.42	11.7	B		
TR	665	1596	0.35	0.42	13.4	B	13.0	B
Southbound								
L	426	1022	0.41	0.42	15.1	B		
TR	679	1629	0.40	0.42	14.0	B	14.4	B

Intersection Delay = 14.7 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.4

Analyst: JPG Inter.: Water St. - Main St.
 Agency: Kent Area Type: CBD or Similar
 Date: 8/26/2013 Jurisd: Kent
 Period: 12:15-1:15 pm Year : 2013
 Project ID: Water St. - Main St. without LT Arrow
 E/W St: Main St. N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	63	182	91	120	269	121	108	159	98	141	194	44
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				25.0		
Yellow		4.0				5.0		
All Red		3.0				3.0		

Cycle Length: 65.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c g/C		Lane Group Delay LOS		Approach Delay LOS	
Eastbound								
L	261	679	0.26	0.38	16.1	B		
TR	613	1593	0.48	0.38	17.9	B	17.5	B
Westbound								
L	360	935	0.36	0.38	17.1	B		
TR	615	1598	0.69	0.38	23.0	C	21.6	C
Northbound								
L	386	1004	0.30	0.38	15.9	B		
TR	608	1580	0.46	0.38	17.5	B	17.0	B
Southbound								
L	379	985	0.40	0.38	17.7	B		
TR	627	1630	0.41	0.38	16.6	B	17.0	B

Intersection Delay = 18.6 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.4

Analyst: JPG Inter.: Water St. - Main St.
 Agency: Kent Area Type: CBD or Similar
 Date: 8/26/2013 Jurisd: Kent
 Period: 1:15-2:15 pm Year : 2013
 Project ID: Water St. - Main St. without LT Arrow
 E/W St: Main St. N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	65	167	71	124	275	88	74	166	80	145	201	47
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				25.0		
Yellow		4.0				5.0		
All Red		3.0				3.0		

Cycle Length: 65.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	283	736	0.25	0.38	15.7	B		
TR	616	1602	0.42	0.38	16.8	B	16.6	B
Westbound								
L	386	1004	0.35	0.38	16.7	B		
TR	621	1615	0.64	0.38	21.2	C	20.1	C
Northbound								
L	383	995	0.21	0.38	14.6	B		
TR	613	1595	0.44	0.38	17.0	B	16.5	B
Southbound								
L	383	997	0.41	0.38	17.9	B		
TR	627	1629	0.43	0.38	16.9	B	17.3	B

Intersection Delay = 17.9 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.4

Analyst: JPG Inter.: Water St. - Main St.
 Agency: Kent Area Type: CBD or Similar
 Date: 8/26/2013 Jurisd: Kent
 Period: 3:15-4:15 pm Year : 2013
 Project ID: Water St. - Main St. without LT Arrow
 E/W St: Main St. N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	70	199	76	119	308	101	77	184	58	137	235	34
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				25.0		
Yellow		4.0				5.0		
All Red		3.0				3.0		

Cycle Length: 65.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	246	639	0.31	0.38	17.2	B		
TR	618	1607	0.48	0.38	17.8	B	17.7	B
Westbound								
L	358	931	0.36	0.38	17.1	B		
TR	621	1614	0.72	0.38	23.9	C	22.4	C
Northbound								
L	375	974	0.22	0.38	14.8	B		
TR	622	1616	0.42	0.38	16.8	B	16.3	B
Southbound								
L	385	1001	0.39	0.38	17.4	B		
TR	633	1645	0.46	0.38	17.4	B	17.4	B

Intersection Delay = 18.9 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.4

Analyst: JPG Inter.: Water St. - Main St.
 Agency: Kent Area Type: CBD or Similar
 Date: 8/26/2013 Jurisd: Kent
 Period: 9-10 am Year : 2013
 Project ID: Water St. - Main St. with LT Arrow
 E/W St: Main St. N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	36	117	54	38	160	35	43	121	29	145	167	36
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration	0.25	Area Type:	CBD or Similar									
Signal Operations												
Phase Combination	1	2	3	4	5	6	7	8				
EB Left		P	P		NB Left	P	P					
Thru			P		Thru		P					
Right			P		Right		P					
Peds			X		Peds		X					
WB Left		P	P		SB Left	P	P					
Thru			P		Thru		P					
Right			P		Right		P					
Peds			X		Peds		X					
NB Right					EB Right							
SB Right					WB Right							
Green		9.0	25.0			9.0	25.0					
Yellow		3.0	4.0			3.0	4.0					
All Red		2.0	2.0			2.0	2.0					
Cycle Length: 90.0 secs												

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	419	1593	0.09	0.44	15.1	B		
TR	444	1597	0.42	0.28	29.5	C	27.0	C
Westbound								
L	439	1593	0.09	0.44	15.0	B		
TR	453	1631	0.47	0.28	30.4	C	27.9	C
Northbound								
L	412	1593	0.11	0.44	15.4	B		
TR	452	1627	0.36	0.28	28.4	C	25.5	C
Southbound								
L	457	1593	0.35	0.44	17.8	B		
TR	453	1632	0.49	0.28	30.9	C	25.4	C

Intersection Delay = 26.3 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.4

Analyst: JPG Inter.: Water St. - Main St.
 Agency: Kent Area Type: CBD or Similar
 Date: 8/26/2013 Jurisd: Kent
 Period: 11:15-12:15 pm Year : 2013
 Project ID: Water St. - Main St. with LT Arrow
 E/W St: Main St. N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	52	167	83	95	265	96	53	145	68	159	201	47
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru			P		Thru		P	
Right				P	Right			P
Peds				X	Peds			X
WB Left		P			SB Left	P		
Thru			P		Thru		P	
Right				P	Right			P
Peds				X	Peds			X
NB Right					EB Right			
SB Right					WB Right			
Green		9.0	25.0			9.0	25.0	
Yellow		3.0	4.0			3.0	4.0	
All Red		2.0	2.0			2.0	2.0	

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	286	1593	0.20	0.44	17.9	B		
TR	443	1593	0.61	0.28	34.5	C	31.7	C
Westbound								
L	373	1593	0.28	0.44	17.5	B		
TR	447	1610	0.88	0.28	51.9	D	44.7	D
Northbound								
L	376	1593	0.15	0.44	16.1	B		
TR	443	1596	0.52	0.28	31.8	C	28.7	C
Southbound								
L	404	1593	0.43	0.44	19.5	B		
TR	453	1629	0.59	0.28	33.7	C	28.2	C

Intersection Delay = 34.3 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.4

Analyst: JPG Inter.: Water St. - Main St.
 Agency: Kent Area Type: CBD or Similar
 Date: 8/26/2013 Jurisd: Kent
 Period: 12:15-1:15 pm Year : 2013
 Project ID: Water St. - Main St. with LT Arrow
 E/W St: Main St. N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	63	182	91	120	269	121	108	159	98	141	194	44
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration	0.25	Area Type:	CBD or Similar									
Signal Operations												
Phase Combination	1	2	3	4	5	6	7	8				
EB Left		P			NB Left	P						
Thru			P		Thru		P					
Right				P	Right			P				
Peds				X	Peds			X				
WB Left		P			SB Left	P						
Thru				P	Thru			P				
Right					Right			P				
Peds				X	Peds			X				
NB Right					EB Right							
SB Right					WB Right							
Green		10.0	24.0			10.0	24.0					
Yellow		5.0	5.0			5.0	5.0					
All Red		3.0	3.0			3.0	3.0					
Cycle Length: 100.0 secs												

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	233	1593	0.29	0.42	23.7	C		
TR	382	1593	0.78	0.24	49.9	D	45.0	D
Westbound								
L	324	1593	0.40	0.42	23.3	C		
TR	384	1598	1.10	0.24	115.1	F	93.5	F
Northbound								
L	352	1593	0.33	0.42	21.6	C		
TR	379	1580	0.74	0.24	47.3	D	39.7	D
Southbound								
L	336	1593	0.46	0.42	24.2	C		
TR	391	1630	0.66	0.24	42.9	D	35.9	D

Intersection Delay = 57.2 (sec/veh) Intersection LOS = E

HCS+: Signalized Intersections Release 5.4

Analyst: JPG
 Agency: Kent
 Date: 8/26/2013
 Period: 1:15-2:15 pm
 Project ID: Water St. - Main St. with LT Arrow
 E/W St: Main St.

Inter.: Water St. - Main St.
 Area Type: CBD or Similar
 Jurisd: Kent
 Year : 2013
 N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	65	167	71	124	275	88	74	166	80	145	201	47
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			EB Left	P		
Thru			P		Thru		P	
Right				P	Right			P
Peds				X	Peds			X
WB Left		P			SB Left	P		
Thru			P		Thru		P	
Right				P	Right			P
Peds				X	Peds			X
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	24.0			10.0	24.0	
Yellow		5.0	5.0			5.0	5.0	
All Red		3.0	3.0			3.0	3.0	

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	253	1593	0.28	0.42	22.8	C		
TR	384	1602	0.67	0.24	43.6	D	39.1	D
Westbound								
L	352	1593	0.38	0.42	22.5	C		
TR	388	1615	1.02	0.24	88.3	F	71.6	E
Northbound								
L	345	1593	0.23	0.42	20.2	C		
TR	383	1595	0.70	0.24	44.8	D	39.1	D
Southbound								
L	346	1593	0.46	0.42	24.0	C		
TR	391	1629	0.69	0.24	44.1	D	36.7	D

Intersection Delay = 49.0 (sec/veh) Intersection LOS = D

HCS+: Signalized Intersections Release 5.4

Analyst: JPG Inter.: Water St. - Main St.
 Agency: Kent Area Type: CBD or Similar
 Date: 8/26/2013 Jurisd: Kent
 Period: 3:15-4:15 pm Year : 2013
 Project ID: Water St. - Main St. with LT Arrow
 E/W St: Main St. N/S St:

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Volume	170	199	76	119	308	101	77	184	58	137	235	34
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration	0.25	Area Type: CBD or Similar									
Signal Operations											
Phase Combination	1	2	3	4	5	6	7	8			
EB Left		P	P		NB Left	P	P				
Thru			P		Thru		P				
Right			P		Right		P				
Peds			X		Peds		X				
WB Left		P	P		SB Left	P	P				
Thru			P		Thru		P				
Right			P		Right		P				
Peds			X		Peds		X				
NB Right					EB Right						
SB Right					WB Right						
Green		10.0	24.0			10.0	24.0				
Yellow		5.0	5.0			5.0	5.0				
All Red		3.0	3.0			3.0	3.0				
Cycle Length: 100.0 secs											

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	231	1593	0.33	0.42	24.8	C		
TR	386	1607	0.77	0.24	49.5	D	44.5	D
Westbound								
L	322	1593	0.40	0.42	23.3	C		
TR	387	1614	1.15	0.24	131.3	F	107.0	F
Northbound								
L	327	1593	0.26	0.42	20.8	C		
TR	388	1616	0.68	0.24	43.7	D	38.1	D
Southbound								
L	349	1593	0.43	0.42	23.3	C		
TR	395	1645	0.74	0.24	46.9	D	38.9	D

Intersection Delay = 62.5 (sec/veh) Intersection LOS = E

ATTACHMENT #4

CITY OF KENT
 INTERSECTION CRASH LIST - 2013
 THREE YEAR PERIOD (2010 thru 2012)

Intersection	2011 rank		2012 rank		2013 rank		2008		2009		2010		2011		2012		3 YR. (08-'10)		3 YR. (09-'11)		3 YR. (10-'12)		Fatalities		Number Crashes	Injury Crashes	Severity Index (-pdf)+3*(in)+12*(j)+6*(k)	5001 key		Accum. 2012 rating score		
	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank	rank				rank	rank		rank	rank
1 SR261	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10	13	6	14	14	0	0	0	1	28	14	2	8	1	20
2 Main E	6	2	2	7	2	4	4	2	4	12	14	3	2	3	3	3	10	31	11	11	22	12	0	0	0	34	12	7	7	1	31	
3 Mantua N	4	4	3	6	3	4	2	3	3	3	7	3	5	5	3	10	7	6	6	6	7	9	0	0	16	6	15	6	19	2	35	
4 Main E	5	14	4	4	4	11	5	4	9	4	11	5	2	2	3	26	9	29	6	6	26	9	0	0	35	9	3	3	5	35		
5 Water S	2	3	5	8	5	4	2	3	3	3	3	3	3	3	2	1	10	8	8	8	11	7	7	7	18	7	17	15	8	20		
6 SR261	8	6	6	5	6	5	1	4	3	5	5	4	2	2	1	6	6	8	8	7	5	7	7	7	12	7	2	27	9	9		
7 SR261	7	5	7	5	7	5	2	2	2	2	10	4	4	4	1	1	17	16	16	7	15	7	7	7	22	6	1	13	7	30		
8 Haymaker	12	16	8	3	8	3	1	2	6	1	3	1	1	1	2	2	10	5	4	4	4	4	6	6	10	6	1	1	11	8	53	
9 Summit	10	17	9	16	9	16	1	5	17	1	25	6	1	1	1	12	12	58	0	0	54	11	11	11	66	6	1	1	10	41	61	
10 SR261	15	11	11	9	10	11	5	1	8	3	8	3	4	3	3	1	10	4	13	5	19	6	5	5	19	5	1	1	16	15	62	
11 Main W	17	12	11	11	11	11	2	2	2	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4	71	9	1	1	4	44		
12 SR261	11	10	12	11	12	11	5	1	3	2	2	3	4	4	4	3	4	10	59	9	6	8	8	8	5	24	4	1	1	14	69	
13 Haymaker	13	25	13	13	13	13	2	2	2	2	2	2	2	2	2	3	14	3	16	3	19	5	5	5	35	5	1	1	4	57		
14 Haymaker	28	7	13	14	14	14	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	35	5	1	1	5	73		
15 Water S	3	8	15	15	15	15	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	20	4	1	1	1	12	76	
16 Main W	47	10	16	17	16	17	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	20	4	1	1	1	1	78	
17 Haymaker	29	13	17	17	17	17	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	4	1	1	1	1	77	
18 Summit	31	21	18	18	18	18	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	20	4	1	1	1	1	77	
19 Main E	41	20	19	19	19	19	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	4	1	1	1	1	78	
20 Summit	32	28	20	20	20	20	10	3	7	7	6	2	3	3	3	3	3	3	3	3	3	3	3	3	20	4	1	1	1	1	77	
21 Main E	14	40	21	21	21	21	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	21	4	1	1	1	1	77	
22 Main E	30	15	22	22	22	22	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	21	4	1	1	1	1	77	
23 Summit	51	20	23	23	23	23	2	1	5	5	10	1	2	2	2	2	2	2	2	2	2	2	2	2	2	21	4	1	1	1	1	77
24 Summit	19	9	24	24	24	24	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10	4	1	1	1	1	78	
25 Fairchild	48	36	25	25	25	25	3	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	10	4	1	1	1	1	78	
26 Haymaker	36	19	26	26	26	26	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	4	1	1	1	1	79	
27 Haymaker	23	23	27	27	27	27	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	13	4	1	1	1	34	
28 Haymaker	42	34	28	28	28	28	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	17	4	1	1	1	1	51	
29 Main W	30	22	29	29	29	29	8	2	5	1	7	1	2	2	2	2	2	2	2	2	2	2	2	2	2	17	4	1	1	1	50	
30 Summit	25	35	30	30	30	30	3	2	5	1	4	1	4	4	4	4	4	4	4	4	4	4	4	4	4	35	5	1	1	1	60	
31 Mantua N	81	49	31	31	31	31	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20	4	1	1	1	60	
32 Water S	18	23	32	32	32	32	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20	4	1	1	1	60	

Narrative

UNIT #1 STOPPED FOR THE RED LIGHT ON E. MAIN ST. AT WATER ST. UNIT #2 FAILED TO STOP ON THE SNOW COVERED ROADWAY AND REAR-ENDED UNIT #1.

MANNER OF COLLISION OR IMPACT

2

- 1 NOT COLLISION BETWEEN TWO VEHICLES IN TRANSPORT
- 2 REAR-END
- 3 HEAD-ON
- 4 REAR-TO-REAR
- 5 BACKING
- 6 ANGLE
- 7 SIDESWIPE, SAME DIRECTION
- 8 SIDESWIPE, OPPOSITE DIRECTION
- 9 UNKNOWN

WEATHER

06

- 01 CLEAR
- 02 CLOUDY
- 03 FOG, SMOG, SMOKE
- 04 RAIN
- 05 SLUET, HAIL (FREEZING RAIN DRIZZLE)
- 06 SNOW
- 07 SEVERE CROSSWINDS
- 08 BLOWING SAND, SOIL, DIAT, SNOW
- 09 OTHER
- 10 UNKNOWN

LIGHT CONDITIONS

1

- 1 DAYLIG
- 2 DAWN
- 3 DUSK
- 4 DARK - LIGHTED ROADWAY
- 5 DARK - NOT LIGHTED
- 6 DARK - UNKNOWN LIGHTING
- 7 GLARE
- 8 OTHER
- 9 UNKNOWN

SCHOOL BUS RELATED

1

- 1 No
- 2 Yes, DIRECTLY INVOLVED
- 3 Yes, INDIRECTLY INVOLVED
- 4 UNKNOWN

WORK ZONE RELATED

1

- 1 No
- 2 Yes
- 3 UNKNOWN

TYPE OF WORK ZONE

- 1 LANE CLOSURE
- 2 LANE SHIFT/CROSSOVER
- 3 WORK ON SHOULDER OR MEDIAN
- 4 INTERMITTENT/ MOVING WORK
- 5 OTHER

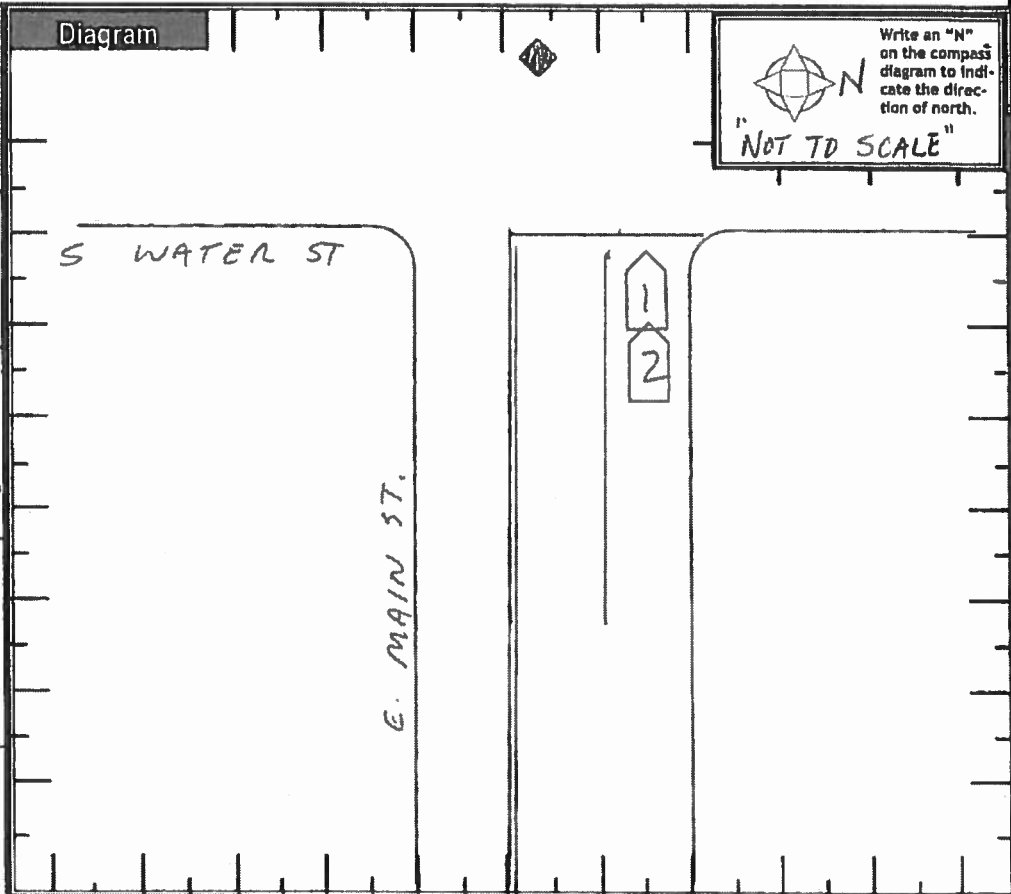
LOCATION OF CRASH IN WORK ZONE

- 1 BEFORE FIRST WORK ZONE WARNING SIGN
- 2 ADVANCE WARNING AREA
- 3 TRANSITION AREA
- 4 ACTIVITY AREA

WORKERS PRESENT

- 1 No
- 2 Yes
- 3 UNKNOWN

Diagram



Truck/Bus

THE CRASH INVOLVED ONE OR MORE OF THE FOLLOWING:
 A TRUCK (MOTOR VEHICLE) WITH A GVWR MORE THAN 10,000 POUNDS; OR
 A TRUCK (MOTOR VEHICLE) WITH A HAZARDOUS MATERIALS PLACARD; OR
 A BUS DESIGNED FOR AT LEAST 8 PERSONS, INCLUDING DRIVER.

AND THE CRASH RESULTED IN ONE OR MORE OF THE FOLLOWING:
 A FATALITY; OR
 AN INJURY REQUIRING TRANSPORTATION FOR IMMEDIATE MEDICAL TREATMENT,
 AT LEAST ONE VEHICLE WAS TOWED DUE TO DISABLING DAMAGE OR REQUIRED INTL

COMPANY (FROM SHIPPING PAPERS)

COMPANY PHONE

ADDRESS (STREET, CITY, ST, ZIP CODE)

US DOT	ICC	PUCO	TRAILER LP ST.	TRAILER LP YEAR	TRAILER LP #

CARGO BODY TYPE	01 NOT APPLICABLE	05 POLE	09 CONCRETE MIXER	Weight (GVWR)	CDL Class			Hazardous Materials Placard	Hazardous Material Released
	02 BUS (9-15 INCLUDING DR VEH)	06 CARGO TANK	10 AUTO TRANSPORTER		1 A A	1 N	1 No		
	03 VAN/ENCLOSED BOX	07 FLATBED	11 GARBAGE/REFUSE		2 AS B	2 Y	2 Yes		
	04 GRAIN/CHIPS/GRAVEL	08 DUMP	12 OTHER		3 C AS	3	3 Not App 1 AB E		
			13 UNKNOWN	3 MORE THAN 26,000	4 C A M			4 UNKN WH	

Police Action

DISPATCH: 021120121428 ARRIVED: 1430 CLEARED: 1500 30 4

OFFICER'S NAME: ROMANOSK, 230 CHECKER BY: ARH RSR 02122012

REPORT TAKEN BY: 1 POLICE AGENCY 2 MOTORIST REPORT TAKEN AT: 1 SCENE 2 STATION 3 OTHER

122192



TRAFFIC CRASH REPORT

LOCAL REPORT NUMBER *	CRASH SEVERITY	HIT/SKIP
127028	3 1 - FATAL 2 - INJURY 3 - PDO	1 - SOLVED 2 - UNSOLVED

PHOTOS TAKEN <input type="checkbox"/> OH-2 <input type="checkbox"/> OH-1P <input type="checkbox"/> OH-3 <input type="checkbox"/> OTHER	PDO UNDER STATE REPORTABLE DOLLAR AMOUNT	PRIVATE PROPERTY	REPORTING AGENCY NCIC *	REPORTING AGENCY NAME *	NUMBER OF UNITS	UNIT IN ERROR
			016703	KENT POLICE	02	02 98 - ANIMAL 99 - UNKNOWN

COUNTY *	CITY *	CITY, VILLAGE, TOWNSHIP *	CRASH DATE *	TIME OF CRASH	DAY OF WEEK
67	<input checked="" type="checkbox"/> CITY <input type="checkbox"/> VILLAGE <input type="checkbox"/> TOWNSHIP	KENT	05092012	0802	FRI

DEGREES / MINUTES / SECONDS LATITUDE	LONGITUDE	DECIMAL DEGREES LATITUDE	LONGITUDE
41° 09' 14.23"	-81° 21' 29.73"		

ROADWAY DIVISION	DIVIDED LANE DIRECTION OF TRAVEL	NUMBER OF THRU LANES	ROAD TYPES OR MILEPOST #
<input checked="" type="checkbox"/> DIVIDED <input type="checkbox"/> UNDIVIDED	<input type="checkbox"/> N - NORTHBOUND E - EASTBOUND <input type="checkbox"/> S - SOUTHBOUND W - WESTBOUND	03	AL - ALLEY CR - CIRCLE HE - HEIGHTS MP - MILEPOST PL - PLACE ST - STREET WA - WAY AV - AVENUE CT - COURT HW - HIGHWAY PK - PARKWAY RD - ROAD TE - TERRACE BL - BOULEVARD DR - DRIVE LA - LANE PI - PIKE SR - SQUARE TL - TRAIL

LOCATION ROUTE TYPE #	LOCATION ROUTE NUMBER	LOC PREFIX N,S,E,W	LOCATION ROAD NAME	LOCATION ROAD TYPE #	ROUTE TYPES #
		N	WATER	ST	IR - INTERSTATE ROUTE (INC. TURNPIKE) CR - NUMBERED COUNTY ROUTE US - US ROUTE TR - NUMBERED TOWNSHIP ROUTE SR - STATE ROUTE

DISTANCE FROM REFERENCE	DIR FROM REF	REFERENCE ROUTE TYPE #	REFERENCE ROUTE NUMBER	REF PREFIX N,S,E,W	REFERENCE NAME (ROAD, MILEPOST, HOUSE #)	REFERENCE ROAD TYPE #
15	N			W	MAIN	ST

REFERENCE POINT USED	CRASH LOCATION	INTERSECTION RELATED	LOCATION OF FIRST HARMFUL EVENT
1 - INTERSECTION 2 - MILE POST 3 - HOUSE NUMBER	01 - NOT AN INTERSECTION 02 - FOUR-WAY INTERSECTION 03 - T-INTERSECTION 04 - Y-INTERSECTION 05 - TRAFFIC CIRCLE/ROUNDBOAT 06 - FIVE-POINT, OR MORE 07 - ON RAMP 08 - OFF RAMP 09 - CROSSOVER 10 - DRIVEWAY/ALLEY ACCESS	<input type="checkbox"/>	1 - ON ROADWAY 2 - ON SHOULDER 3 - IN MEDIAN 4 - ON ROADSIDE 5 - ON GORE 6 - OUTSIDE TRAFFICWAY 9 - UNKNOWN

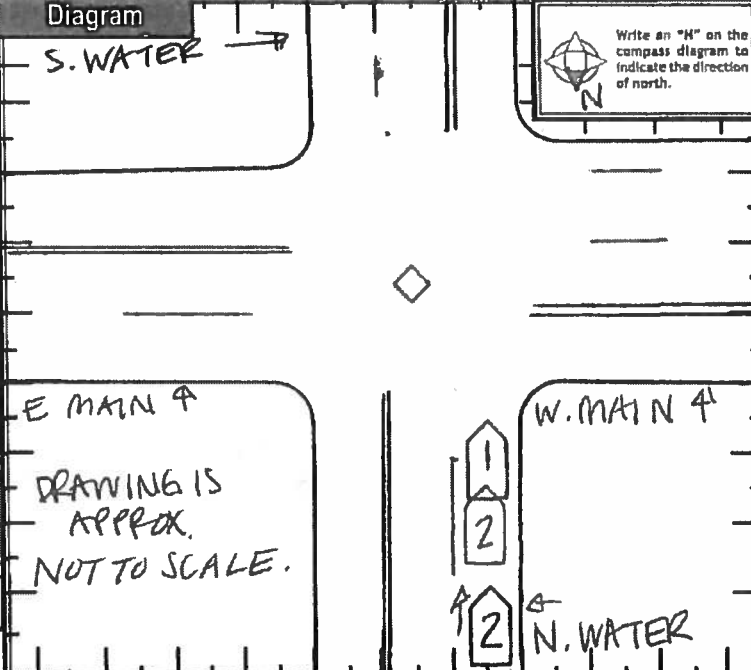
ROAD CONTOUR	ROAD CONDITIONS	ROAD SURFACE	ROAD CONDITION	ROAD CONDITION	ROAD CONDITION	ROAD CONDITION
1 - STRAIGHT LEVEL 2 - STRAIGHT GRADE 3 - CURVE LEVEL 4 - CURVE GRADE 9 - UNKNOWN	61	2	01 - DRY 02 - WET 03 - SNOW 04 - ICE 05 - SAND, MUD, DIRT, OIL, GRAVEL 06 - WATER (STANDING, MOVING) 07 - SLUSH 08 - DEBRIS* 09 - RUT, HOLES, BUMPS, UNEVEN PAVEMENT* 10 - OTHER 99 - UNKNOWN	09 - RUT, HOLES, BUMPS, UNEVEN PAVEMENT* 10 - OTHER 99 - UNKNOWN		

MANNER OF CRASH COLLISION/IMPACT	WEATHER
2 1 - NOT COLLISION BETWEEN TWO MOTOR VEHICLES IN TRANSPORT 2 - REAR-END 3 - HEAD-ON 4 - REAR-TO-REAR 5 - BACKING 6 - ANGLE 7 - SIDESWIPE, SAME DIRECTION 8 - SIDESWIPE, OPPOSITE DIRECTION 9 - UNKNOWN	1 1 - CLEAR 2 - CLOUDY 3 - FOG, SMOG, SMOKE 4 - RAIN 5 - SLEET, HAIL 6 - SNOW 7 - SEVERE CROSSWINDS 8 - BLOWING SAND, SOIL, DIRT, SNOW 9 - OTHER/UNKNOWN

ROAD SURFACE	LIGHT CONDITIONS	SCHOOL BUS RELATED
2 1 - CONCRETE 2 - BLACKTOP, BITUMINOUS, ASPHALT 3 - BRICK/BLOCK 4 - SLAG, GRAVEL, STONE 5 - DIRT 6 - OTHER	1 1 - DAYLIGHT 2 - DAWN 3 - DUSK 4 - DARK - LIGHTED ROADWAY 5 - DARK - ROADWAY NOT LIGHTED 6 - DARK - UNKNOWN ROADWAY LIGHTING 7 - GLARE* 8 - OTHER 9 - UNKNOWN	<input type="checkbox"/> SCHOOL ZONE RELATED <input type="checkbox"/> YES, SCHOOL BUS DIRECTLY INVOLVED <input type="checkbox"/> YES, SCHOOL BUS INDIRECTLY INVOLVED

WORK ZONE RELATED	WORKERS PRESENT	TYPE OF WORK ZONE	LOCATION OF CRASH IN WORK ZONE
<input type="checkbox"/>	<input type="checkbox"/> LAW ENFORCEMENT PRESENT (OFFICER/VEHICLE) <input type="checkbox"/> LAW ENFORCEMENT PRESENT (VEHICLE ONLY)	1 - LANE CLOSURE 2 - LANE SHIFT/CROSSOVER 3 - WORK ON SHOULDER OR MEDIAN 4 - INTERMITTENT OR MOVING WORK 5 - OTHER	1 - BEFORE THE FIRST WORK ZONE WARNING SIGN 2 - ADVANCE WARNING AREA 3 - TRANSITION AREA 4 - ACTIVITY AREA 5 - TERMINATION AREA

NARRATIVE
 UNIT 1 WAS FACING S/B ON N. WATER ST STOPPED AT THE RED LIGHT AT W. MAIN.
 UNIT 2 WAS STOPPED DIRECTLY BEHIND UNIT 1. UNIT 2 THOUGHT HER LIGHT TURNED GREEN BUT IT WAS STILL RED. UNIT 2 ACCELERATED AND STRUCK UNIT 1 IN THE REAR. DAMAGE WAS CAUSED TO BOTH VEHICLES. UNIT 2 CITED FOR ACDA.



REPORT TAKEN BY	SUPPLEMENT (CORRECTION OR ADDITION TO AN EXISTING REPORT SENT TO ODPS)	DATE CRASH REPORTED	TIME CRASH REPORTED	DISPATCH TIME	ARRIVAL TIME	TIME CLEARED	OTHER INVESTIGATION TIME	TOTAL MINUTES
Police Agency		05092012	0802	6803	0806	0816	39	101
OFFICER'S NAME *	OFFICER'S BADGE NUMBER	CHECKED BY	PAGE 1 OF 4					
L PCSEY	212	K. Down						



TRAFFIC CRASH REPORT

LOCAL REPORT NUMBER *	CRASH SEVERITY	HIT/SKIP
11215772	3 1 - FATAL 2 - INJURY 3 - PDO	1 - SOLVED 2 - UNSOLVED

LOCAL INFORMATION		REPORTING AGENCY NCIC *	REPORTING AGENCY NAME *	NUMBER OF UNITS	UNIT IN ERROR
PHOTOS TAKEN <input type="checkbox"/> OH-2 <input type="checkbox"/> OH-1P <input type="checkbox"/> OH-3 <input type="checkbox"/> OTHER	PDD UNDER STATE REPORTABLE DOLLAR AMOUNT	106703	KENT P.D.	02	99 98 - ANIMAL 99 - UNKNOWN

COUNTY *	CITY *	CITY, VILLAGE, TOWNSHIP *	CRASH DATE *	TIME OF CRASH	DAY OF WEEK
67	KENT	KENT	10092012	1015	TUE

DEGREES / MINUTES / SECONDS	DECIMAL DEGREES
0 1 " 0 1 "	41.153280 -81.358173

ROADWAY DIVISION	DIVIDED LANE DIRECTION OF TRAVEL	NUMBER OF THRU LANES	ROAD TYPES OR MILEPOST ²
<input type="checkbox"/> DIVIDED <input checked="" type="checkbox"/> UNDIVIDED	<input type="checkbox"/> N - NORTHBOUND E - EASTBOUND <input type="checkbox"/> S - SOUTHBOUND W - WESTBOUND	02	AL - ALLEY CR - CIRCLE HE - HEIGHTS MP - MILEPOST PL - PLACE ST - STREET WA - WAY AV - AVENUE GT - COURT HW - HIGHWAY PK - PARKWAY RD - ROAD TE - TERRACE BL - BOULEVARD DR - DRIVE LA - LAKE PI - PIKE SQ - SQUARE TL - TRAIL

LOCATION ROUTE TYPE ¹	LOCATION ROUTE NUMBER	LOC PREFIX N,S,E,W	LOCATION ROAD NAME	LOCATION ROAD TYPE ²	ROUTE TYPES ¹
		S	WATER	ST	IR - INTERSTATE ROUTE (INC. TURNPIKE) CR - NUMBERED COUNTY ROUTE US - US ROUTE TR - NUMBERED TOWNSHIP ROUTE SR - STATE ROUTE

DISTANCE FROM REFERENCE	DIR FROM REF	REFERENCE ROUTE TYPE ¹	REFERENCE ROUTE NUMBER	REF PREFIX N,S,E,W	REFERENCE NAME (ROAD, MILEPOST, HOUSE #)	REFERENCE ROAD TYPE ²
<input type="checkbox"/> MILES <input type="checkbox"/> FEET <input type="checkbox"/> YARDS	<input type="checkbox"/> N,S <input type="checkbox"/> E,W			E	MAIN	ST

REFERENCE POINT USED	CRASH LOCATION	INTERSECTION RELATED	LOCATION OF FIRST HARMFUL EVENT
1 - INTERSECTION 2 - MILE POST 3 - HOUSE NUMBER	02 01 - NOT AN INTERSECTION 02 - FOUR-WAY INTERSECTION 03 - T-INTERSECTION 04 - Y-INTERSECTION 05 - TRAFFIC CIRCLE/ROUNDBOUNT 06 - FIVE-POINT, OR MORE 07 - ON RAMP 08 - OFF RAMP 09 - CROSSOVER 10 - DRIVEWAY/ALLEY ACCESS 11 - RAILWAY GRADE CROSSING 12 - SHARED-USE PATHS OR TRAILS 99 - UNKNOWN	<input checked="" type="checkbox"/>	1 - ON ROADWAY 5 - ON GORE 2 - ON SHOULDER 6 - OUTSIDE TRAFFICWAY 3 - IN MEDIAN 9 - UNKNOWN 4 - ON ROADSIDE

ROAD CONTOUR	ROAD CONDITIONS	WEATHER
1 - STRAIGHT LEVEL 4 - CURVE GRADE 2 - STRAIGHT GRADE 9 - UNKNOWN 3 - CURVE LEVEL	01 01 - DRY 05 - SAND, MUD, DIRT, OIL, GRAVEL 09 - RUT, HOLES, BUMPS, UNEVEN PAVEMENT* 02 - WET 06 - WATER (STANDING, MOVING) 10 - OTHER 03 - SNOW 07 - SLUSH 99 - UNKNOWN 04 - ICE 08 - DEBRIS*	1 - CLEAR 4 - RAIN 7 - SEVERE CROSSWINDS 2 - CLOUDY 5 - SLEET, HAIL 8 - BLOWING SAND, SOIL, DIRT, SNOW 3 - FOG, SMOG, SMOKE 6 - SNOW 9 - OTHER/UNKNOWN

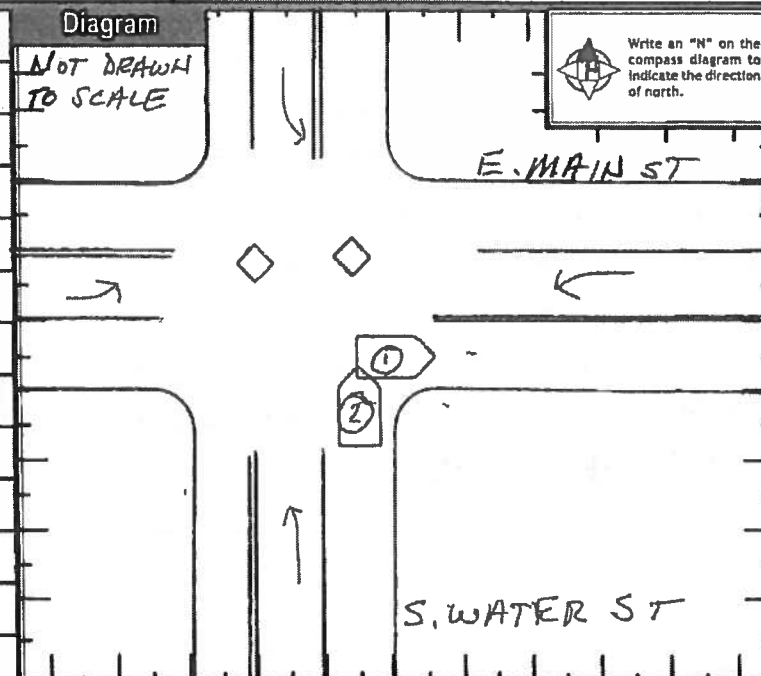
MANNER OF CRASH COLLISION/IMPACT	WEATHER
6 1 - NOT COLLISION BETWEEN 2 - REAR-END 5 - BACKING 8 - SIDESWIPE, OPPOSITE DIRECTION Two MOTOR VEHICLES 3 - HEAD-ON 6 - ANGLE IN TRANSPORT 4 - REAR-TO-REAR 7 - SIDESWIPE, SAME DIRECTION 9 - UNKNOWN	1 - CLEAR 4 - RAIN 7 - SEVERE CROSSWINDS 2 - CLOUDY 5 - SLEET, HAIL 8 - BLOWING SAND, SOIL, DIRT, SNOW 3 - FOG, SMOG, SMOKE 6 - SNOW 9 - OTHER/UNKNOWN

ROAD SURFACE	LIGHT CONDITIONS	SCHOOL BUS RELATED
2 1 - CONCRETE 4 - SLAG, GRAVEL, STONE 2 - BLACKTOP, BITUMINOUS, ASPHALT 5 - DIRT 3 - BRICK/BLOCK 6 - OTHER	1 1 - DAYLIGHT 2 - DAWN 3 - DUSK 4 - DARK - LIGHTED ROADWAY 5 - DARK - ROADWAY NOT LIGHTED 6 - DARK - UNKNOWN ROADWAY LIGHTING 7 - GLARE* 8 - OTHER 9 - UNKNOWN	<input type="checkbox"/> SCHOOL ZONE RELATED <input type="checkbox"/> YES, SCHOOL BUS DIRECTLY INVOLVED <input type="checkbox"/> YES, SCHOOL BUS INDIRECTLY INVOLVED

WORK ZONE RELATED	WORKERS PRESENT	TYPE OF WORK ZONE	LOCATION OF CRASH IN WORK ZONE
<input type="checkbox"/>	<input type="checkbox"/> LAW ENFORCEMENT PRESENT (OFFICER/VEHICLE) <input type="checkbox"/> LAW ENFORCEMENT PRESENT (VEHICLE ONLY)	1 - LANE CLOSURE 4 - INTERMITTENT OR MOVING WORK 2 - LANE SHIFT/CROSSOVER 5 - OTHER 3 - WORK ON SHOULDER OR MEDIAN	1 - BEFORE THE FIRST WORK ZONE WARNING SIGN 4 - ACTIVITY AREA 2 - ADVANCE WARNING AREA 5 - TERMINATION AREA 3 - TRANSITION AREA

NARRATIVE

UNIT #1 WAS STOPPED EASTBOUND ON E-MAIN ST. AT WATER ST. UNIT #2 WAS NORTHBOUND ON S.WATER ST AT E.MAIN ST. AND HAD STOPPED AT THE LIGHT. BOTH DRIVERS STATED THEY HAD THE GREEN LIGHT AND PROCEEDED INTO THE INTERSECTION. THE FRONT OF #2 CAME INTO CONTACT WITH THE RIGHT REAR OF #1.



REPORT TAKEN BY	SUPPLEMENT (CORRECTION OR ADDITION TO AN EXISTING REPORT SENT TO ODP)	DATE CRASH REPORTED	TIME CRASH REPORTED	DISPATCH TIME	ARRIVAL TIME	TIME CLEARED	OTHER INVESTIGATION TIME	TOTAL MINUTES
<input checked="" type="checkbox"/> POLICE AGENCY <input type="checkbox"/> MOTORIST		1101102012	11051	1135	1140	1219	45	75
OFFICER'S NAME	OFFICER'S BADGE NUMBER	CHECKED BY	PAGE 1 OF 4					
HARRIS	258	M. DROWN						



TRAFFIC CRASH REPORT

LOCAL REPORT NUMBER * 1219027 CRASH SEVERITY 2 HIT/SKIP 1
 1 - FATAL 2 - INJURY 3 - PDO 1 - SOLVED 2 - UNSOLVED

LOCAL INFORMATION

PHOTOS TAKEN OH-2 OH-1P OH-3 OTHER PDD UNDER STATE REPORTABLE DOLLAR AMOUNT PRIVATE PROPERTY REPORTING AGENCY NCIC * 106703 REPORTING AGENCY NAME * KENT POLICE NUMBER OF UNITS 02 UNIT IN ERROR 02 98 - ANIMAL 99 - UNKNOWN

COUNTY * 067 CITY * CITY * KENT CITY, VILLAGE, TOWNSHIP * KENT CRASH DATE * 12192012 TIME OF CRASH 1230 DAY OF WEEK FRI

DEGREES / MINUTES / SECONDS LATITUDE 0 ' 0 " LONGITUDE 0 ' 0 " DECIMAL DEGREES LATITUDE 41.152486 LONGITUDE -81.374735

ROADWAY DIVISION DIVIDED UNDIVIDED DIVIDED LANE DIRECTION OF TRAVEL N - NORTHBOUND E - EASTBOUND S - SOUTHBOUND W - WESTBOUND NUMBER OF THRU LANES 02 ROAD TYPES OR MILEPOST ² AL - ALLEY CR - CIRCLE HE - HEIGHTS MP - MILEPOST PL - PLACE ST - STREET WA - WAY AV - AVENUE CT - COURT HW - HIGHWAY PK - PARKWAY RD - ROAD TE - TERRACE BL - BOULEVARD DR - DRIVE LA - LAKE PI - PIKE SQ - SQUARE TL - TRAIL

LOCATION ROUTE TYPE SR LOCATION ROUTE NUMBER 43 LOC PREFIX S N, S, E, W LOCATION ROAD NAME WATER ROUTE TYPE ST ROUTE TYPES ¹ IR - INTERSTATE ROUTE (INC. TURNPIKE) CR - NUMBERED COUNTY ROUTE US - US ROUTE SR - STATE ROUTE TR - NUMBERED TOWNSHIP ROUTE

DISTANCE FROM REFERENCE S MILES 0 FEET 0 YARDS DIR FROM REF N, S, E, W REFERENCE ROUTE TYPE 1 REFERENCE ROUTE NUMBER 0 REF PREFIX W N, S, E, W REFERENCE NAME (ROAD, MILEPOST, HOUSE #) MAIN REFERENCE ROAD TYPE ST

REFERENCE POINT USED 1 - INTERSECTION 2 - MILE POST 3 - HOUSE NUMBER CRASH LOCATION 01 - NOT AN INTERSECTION 02 - FOUR-WAY INTERSECTION 03 - T-INTERSECTION 04 - Y-INTERSECTION 05 - TRAFFIC CIRCLE/ROUNDABOUT 06 - FIVE-POINT, OR MORE 07 - ON RAMP 08 - OFF RAMP 09 - CROSSOVER 10 - DRIVEWAY/ALLEY ACCESS 11 - RAILWAY GRADE CROSSING 12 - SHARED-USE PATHS OR TRAILS 99 - UNKNOWN INTERSECTION RELATED LOCATION OF FIRST HARMFUL EVENT 1 - ON ROADWAY 2 - ON SHOULDER 3 - IN MEDIAN 4 - ON ROADSIDE 5 - ON GORE 6 - OUTSIDE TRAFFICWAY 9 - UNKNOWN

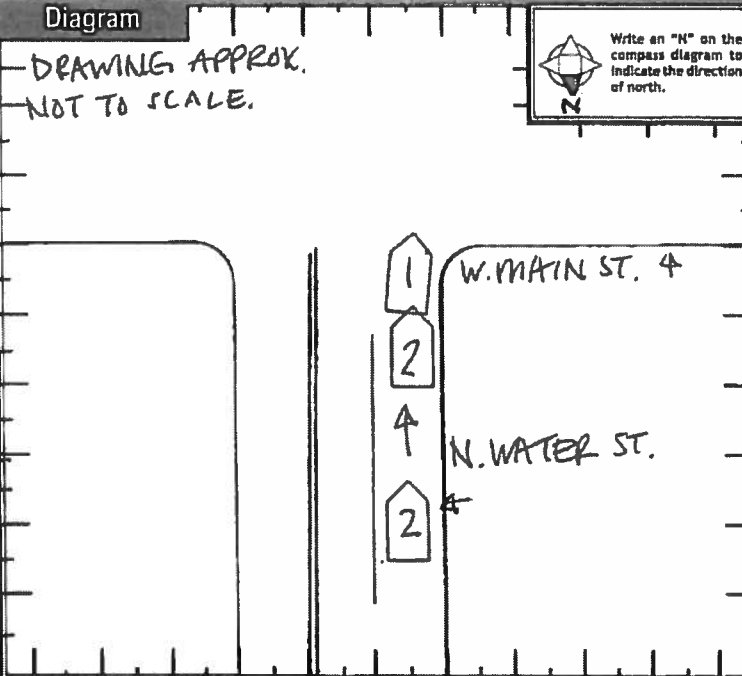
ROAD CONTOUR 1 - STRAIGHT LEVEL 2 - STRAIGHT GRADE 3 - CURVE LEVEL 4 - CURVE GRADE 9 - UNKNOWN ROAD CONDITIONS PRIMARY 01 - DRY 02 - WET 03 - SNOW 04 - ICE SECONDARY 05 - SAND, MUD, DIRT, OIL, GRAVEL 06 - WATER (STANDING, MOVING) 07 - SLUSH 08 - DEBRIS * 09 - RUT, HOLES, BUMPS, UNEVEN PAVEMENT * 10 - OTHER 99 - UNKNOWN * SECONDARY CONDITION ONLY

MANNER OF CRASH COLLISION/IMPACT 1 - NOT COLLISION BETWEEN TWO MOTOR VEHICLES IN TRANSPORT 2 - REAR-END 3 - HEAD-ON 4 - REAR-TO-REAR 5 - BACKING 6 - ANGLE 7 - SIDESWIPE, SAME DIRECTION 8 - SIDESWIPE, OPPOSITE DIRECTION 9 - UNKNOWN WEATHER 1 - CLEAR 2 - CLOUDY 3 - FOG, SMOG, SMOKE 4 - RAIN 5 - SLEET, HAIL 6 - SNOW 7 - SEVERE CROSSWINDS 8 - BLOWING SAND, SOIL, DIRT, SNOW 9 - OTHER/UNKNOWN

ROAD SURFACE 1 - CONCRETE 2 - BLACKTOP, BITUMINOUS, ASPHALT 3 - BRICK/BLDCK 4 - SLAG, GRAVEL, STONE 5 - DIRT 6 - OTHER LIGHT CONDITIONS PRIMARY SECONDARY 1 - DAYLIGHT 2 - DAWN 3 - DUSK 4 - DARK - LIGHTED ROADWAY 5 - DARK - ROADWAY NOT LIGHTED 6 - DARK - UNKNOWN ROADWAY LIGHTING 7 - GLARE * 8 - OTHER 9 - UNKNOWN SCHOOL BUS RELATED SCHOOL ZONE RELATED YES, SCHOOL BUS DIRECTLY INVOLVED YES, SCHOOL BUS INDIRECTLY INVOLVED * SECONDARY CONDITION ONLY

WORK ZONE RELATED WORKERS PRESENT LAW ENFORCEMENT PRESENT (OFFICER/VEHICLE) LAW ENFORCEMENT PRESENT (VEHICLE ONLY) TYPE OF WORK ZONE 1 - LANE CLOSURE 2 - LANE SHIFT/CROSSOVER 3 - WORK ON SHOULDER OR MEDIAN 4 - INTERMITTENT OR MOVING WORK 5 - OTHER LOCATION OF CRASH IN WORK ZONE 1 - BEFORE THE FIRST WORK ZONE WARNING SIGN 2 - ADVANCE WARNING AREA 3 - TRANSITION AREA 4 - ACTIVITY AREA 5 - TERMINATION AREA

NARRATIVE
 UNIT 1 WAS SIB ON N. WATER ST. STOPPED JUST NORTH OF THE RED LIGHT AT W. MAIN ST. UNIT 2 WAS DIRECTLY BEHIND UNIT 1. UNIT 1 BEGAN ACCELERATING TO TURN WEST ONTO W. MAIN ST. BUT STOPPED BECAUSE A PEDESTRIAN WAS IN THE CROSSWALK. UNIT 2 ACCELERATED WHEN UNIT 1 DID, FAILED TO LEAVE AN ASSURED CLEAR DISTANCE AHEAD AND STRUCK UNIT 1. DAMAGE WAS CAUED TO BOTH VEHICLES.



REPORT TAKEN BY POLICE AGENCY MOTORIST SUPPLEMENT (CORRECTION OR ADDITION TO AN EXISTING REPORT SENT TO OOPS) DATE CRASH REPORTED 12192012 TIME CRASH REPORTED 1332 DISPATCH TIME 133A ARRIVAL TIME 1335 TIME CLEARED 1412 OTHER INVESTIGATION TIME 30 TOTAL MINUTES 107 OFFICER'S NAME * LIPCIEY OFFICER'S BADGE NUMBER 212 CHECKED BY ROMANOSKI PAGE 1 OF 4

CITY OF KENT
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF ENGINEERING

MEMO

TO: Dave Ruller
Linda Jordan

FROM: Jim Bowling

DATE: October 16, 2013

RE: Council Agenda Request for AMATS Federal Funding Application

The engineering division is requesting council time to obtain council approval to submit the following projects to AMATS for Federal Funding:

Summit Street Traffic Signal Coordination Project – This project is currently included in the Capital Plan and consists of congestion, safety and access management improvements on Summit Street from Lincoln to Loop Road. The project limits includes 4 of the top 6 accident intersections as ranked by the Akron Metropolitan Area Transportation Study (AMATS) in May, 2006. The project recently completed the planning and preliminary engineering phase and is progressing to the detailed design phase. Engineering is requesting to apply for \$700,000 in Transportation Alternatives Program (TAP) Funding. Staff believes this funding is now available because of a change in AMATS policies. The request is being made to help reduce the local share contribution for the project. There has **not** been an increase in the project costs requiring these funds.

Shared Use Facility - Fairchild Avenue to Roosevelt High School - The funding for this project is being requested in conjunction with the Parks and Recreation department. The project includes the construction of a shared use facility from Fairchild Avenue, where the bike lanes end at Majors Lane, to the entrance of Roosevelt High School off of Hudson Road. We are requesting approval to submit to AMATS' TAP program for \$432,000 of construction funding. The total project cost is \$638,500. The \$206,500 local share will be paid by the Parks and Recreation Department. The funding will be available in 2018 (federal Fiscal Years 2018 and 2019).

c: Gene Roberts, Service Director
John Idone, Parks and Recreation Director
Jon Giaquinto, Senior Engineer
file



CITY OF KENT, OHIO

DEPARTMENT OF PUBLIC SERVICE

October 16, 2013

930 OVERHOLT RD., 2ND FLOOR, KENT, OHIO 44240 (330) 678-8105 FAX (330) 673-1893
www.kentohio.org

Jason Segedy
Study Director
Akron Metropolitan Area Transportation Study
806 CitiCenter
146 South High Street
Akron, Ohio 44308-1423

RE: Intent to Apply for Federal Highway Administration Funding Assistance

Dear Mr. Segedy:

Please be advised that the City of Kent intends to make applications for Federal Highway Administration Funding Assistance when the next round of applications is accepted. It is my understanding that this letter of intent is a requirement for eligibility to make application at the designated time. The City of Kent is interested in pursuing the following projects:

Project	Funding Source(s)
POR - E. Summit Street (PID 84546)	TAP
Shared Use Facility - Fairchild Avenue to Roosevelt High School	TAP

An information sheet is attached for each project identifying the general scope, anticipated costs and requested federal funding.

Should you require any additional information, please do not hesitate to contact me.

Sincerely,


James S. Bowling, P.E.
City Engineer

Enclosures

c: Dave Ruller - City Manager
Gene Roberts, PE - Director of Public Service
John Idone - Parks & Recreation Director
file

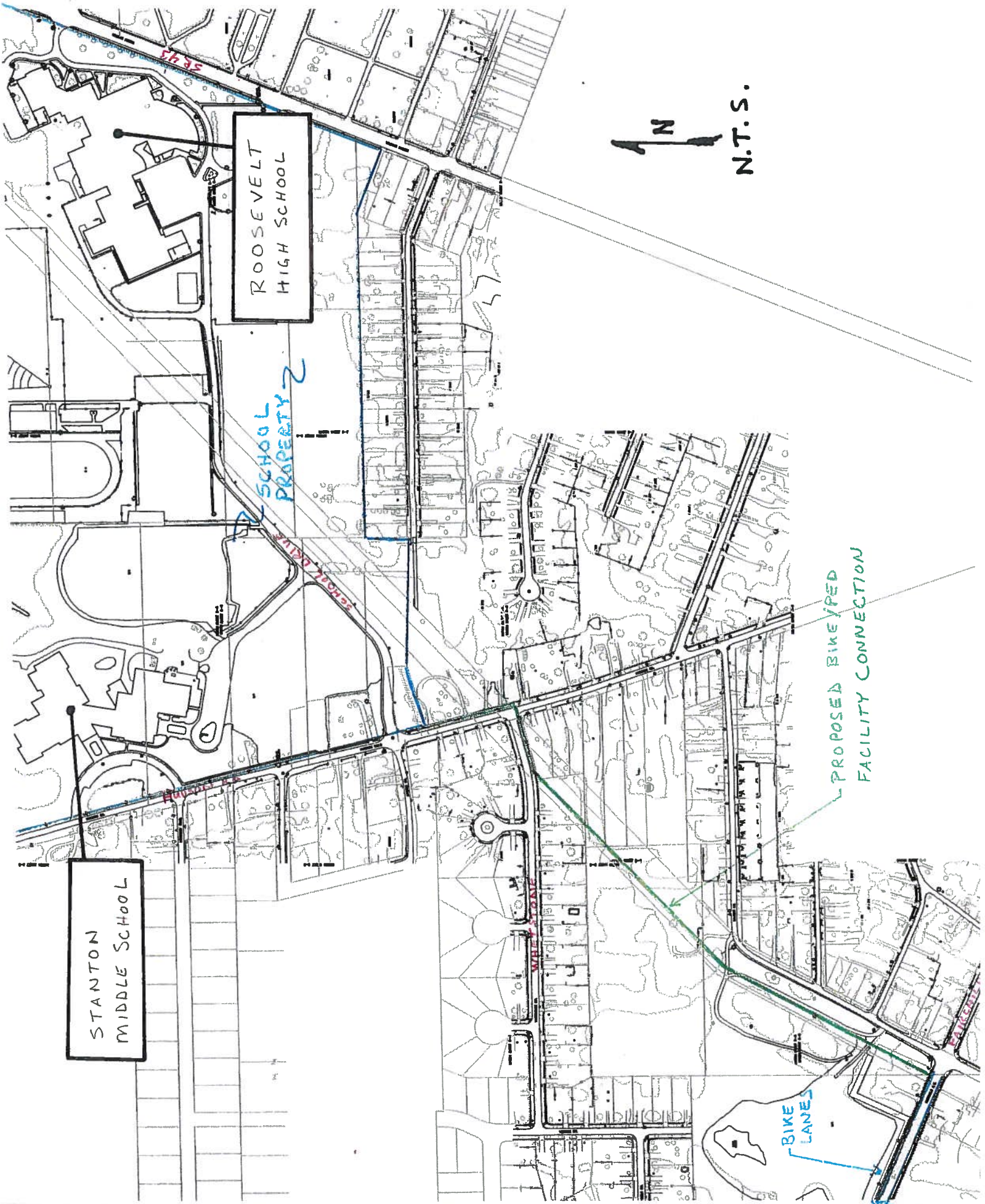
P:_AMATS_PLAN2013 Funding Applications\2013 LOI Cover Letter.doc

Project Information Form

Letter of Intent
(Due October 18, 2013)

Project Sponsor(s)		Contact Person			
City of Kent		Name:	James Bowling, PE		
		Title:	City Engineer		
		Address:	930 Overholt Road		
			Kent, Ohio 44240		
		Phone:	330-678-8106		
	Email:	Bowlingj@kent-ohio.org			
Project Name	Shared Use Facility - Fairchild Avenue to Roosevelt High School				
Location	Fairchild Avenue/Majors Lane Intersection to Stanton Middle School and Roosevelt High School property on Hudson Road (see attached map)				
Termini	The project starts at the eastern end of the existing bike lanes on Fairchild Avenue near the intersection of Majors Lane. The project would end at the Stanton Middle School and Roosevelt High School property. The property is located on Hudson Road across from Robert Drive.				
Length	2400'				
Purpose and Need	The purpose of the project is to provide an alternative mode of transportation from the northwest portion of Kent and eastern Stow to Stanton Middle School and Roosevelt High School. Currently, the bike lanes on Fairchild Avenue in Kent which connect to the off-street trail on Graham Road in Stow end at Major's Lane. These facilities effectively serve bike and pedestrian users in the northwest portion of Kent. The completion of this project would provide a safe alternate bike/pedestrian facility for the neighborhoods abutting Fairchild Avenue and Graham Road to Stanton Middle School and Roosevelt High School. This project is currently in the City's comprehensive bike plan.				
Type of Work/Description of Improvement	The project would include the construction of a shared-use path combined with widened sidewalks (10 ft minimum) along Whetstone Drive and Hudson Road. The project includes all associated drainage, grading, roadway work and other work required to complete the connection.				
Preliminary Estimates for Project Funding					
Project Phase	FY	Funding Source	Estimated Cost	Percent	
Planning <i>District-Wide SRTS Plans</i>		Local			
		TAP			
Prelim. Engineering & Design		Local	\$ 73,500		
		TAP			
Right-of-Way (Utility Relocations)		Local	\$ 25,000	20%	min. local share
		STP or TAP		80%	max. federal share
		Other*			
		ROW Total	\$ 25,000		
Construction		Local	\$ 108,000	20%	min. local share
		STP or TAP	\$ 432,000	80%	max. federal share
		Other*			
		Other*			
		Construction Total	\$ 540,000		
		Project Total	\$ 638,500		

* identify other funding sources



STANTON
MIDDLE SCHOOL

ROOSEVELT
HIGH SCHOOL

SCHOOL
PROPERTY 2

BIKE
LANES

PROPOSED BIKE/PED
FACILITY CONNECTION



N.T.S.

AMATS
Project Information Form

Letter of Intent
 (Due October 18, 2013)

Project Sponsor(s)	Contact Person
City of Kent	Name: James Bowling, PE
	Title: City Engineer
	Address: 930 Overholt Road
	Kent, Ohio 44240
	Phone: 330-678-8106
	Email: BowlingJ@kent-ohio.org
Project Name	POR-E. Summit St. (PID 84546)
Currently identified as map ID #16 in the TIP 2014-2017.	
Location	East Summit Street, Kent OH
Termini	South Lincoln Street to Loop Road
Length	8100' (1.54 miles) along Summit Street
Purpose and Need	
<p>The purpose of the project is to reduce congestion and improve safety along the corridor for vehicles, pedestrians, bikes and transit. The project area borders one of the main entrances to Kent State University (KSU), serving the Student Center, Library, MAC Center, parking and the campus bus loop. Kent State University is a main employment center in the city with over 3,000 employees. The area experiences congestion (Campus Center Drive to Loop Road ranks 3rd worst in AMATS area for congestion with LOS F as per AMATS 2030 Future Highway Congestion Study), high accident intersections (includes 4 of top 6 high crash intersection in the city as per AMATS Traffic Crash Report, May 2006 updated May 2007) and high pedestrian counts (over 3200 pedestrians at E. Summit St and Risman Drive in a 12 hour period). Additionally, the project will address needs for improvements to safety and connectivity for other modes of travel including pedestrians, bicycles and transit. This will be accomplished by implementation of complete streets concepts on the corridor.</p>	
Type of Work/Description of Improvement	
<p><u>Vehicular Safety and Congestion Improvements:</u> The proposed work includes the addition of turn lanes as warranted at intersections of Lincoln St., Terrace Dr., Morris Rd., Janik Dr. and Campus Center East, signal upgrade and coordination, realignment of Campus Center Drive West with KSU parking entrance and construction of a single lane roundabout, construction of a single lane roundabout at Ted Boyd Drive, pedestrian and vehicular access management by constructing a raised median from Morris Road to Ted Boyd Drive, concrete curb, storm sewer and catch basins, sanitary sewer repairs, water main adjustments, lighting, traffic signals, fiber interconnect, signing and pavement marking. Fiber is proposed to run overhead along the existing pole line on Summit Street from the Willow Street intersection to the fire station on S. Depeyster Street.</p>	
<p><u>Pedestrian Safety and Connectivity Improvements:</u> The project will include sidewalks on both sides of the street from Willow Street to Whitehall Boulevard which will increase safety for pedestrians especially in areas where sidewalks currently do not exist and provide connectivity through the corridor to KSU facilities, The Portage Bike and Hike trail, parking and bus stops. There will be improved pedestrian crossings at signalized intersections with the addition of pedestrian signals, buttons and pavement markings. Mid-block crossings will also be added where pedestrians currently tend to cross for destinations such as parking areas, bus stops and KSU facilities. Pedestrian level lighting will be included to improve safety during evening hours.</p>	

Bicycle Safety and Connectivity Improvements: Bike lanes will be added on E. Summit Street following the city's Existing Bicycle Facilities Plan. The bike lanes will connect to existing bike lanes on Summit Street east of Loop Road and also connect to Willow Street, west of Lincoln Street. The connection to Willow Street (a low volume city street) will provide a safe, on-street connection to The Portage Bike and Hike trail (Esplanade). The bike lanes on E. Summit Street will also provide a connection to existing transit stops and will help alleviate congestion on the Esplanade.

Transit Safety and Connectivity Improvements: Transit improvements include construction of bus pull-offs at each bus stop. The bus stops will be improved with additional concrete landing areas for high volume of riders using the Campus Bus Loop. Additionally, concrete areas will be sized to accept future bus shelters that would be installed by PARTA. The improved bus stops will be adjacent to sidewalks, mid block crossings and bike lanes for connectivity with pedestrians, bicycles and parking areas.


Preliminary Estimates for Project Funding					
Project Phase	FY	Funding Source	Estimated Cost	Percent	
Planning		Local			
	<i>District-Wide SRTS Plans</i>	TAP			
Prelim. Engineering & Design		Local			
		TAP			
		Other*	Local - \$319,400		
		Other*	HSP - \$840,500		
Right-of-Way		Local		20%	min. local share
		STP or TAP		80%	max. federal share
		Other*	Local - \$174,200		
		Other*	CMAQ - \$436,000		
		ROW Total	\$610,200		
Construction		Local	\$175,000	20%	min. local share
		STP or TAP	\$700,000	80%	max. federal share
		Other*	CMAQ - \$5,564,000		
		Other*	HSP - \$3,346,650		
		Other*	Local - \$2,644,250		
		Other*			
		Construction Total	\$12,429,900		
		Project Total	\$14,200,000		

* identify other funding sources



Kent Parks & Recreation Department

497 Middlebury Road Kent, Ohio 44240 (330) 673-8897 FAX: (330) 673-8898

TO: Dave Ruller, Jim Silver, Linda Jordan
FROM: John Idone 
DATE: October 31, 2013
RE: "Instant Bingo Fundraising Contract"

Attached is the "Instant Bingo Fundraising Contract with Veteran's, Fraternal, or Sporting Organizations". Kent Parks & Recreation would like to enter into this contract to provide a vehicle for raising money to support Kent Parks & Recreation Youth Recreational Programs. The sponsoring fundraising organization is the Kent American Legion Post #496. The charity organization is the City of Kent Parks & Recreation Department. The term of this agreement shall begin on January 1, 2014 to December 31, 2014. The duties and responsibilities of each group are outlined in the contract.

The 25% proceeds from Instant Bingo will be deposited with the City of Kent as distributed by the Kent American Legion. The Parks & Recreation Board will determine how funds are distributed with the intent to take at least half of the proceeds and " earmark " funds for the sport that provides the volunteers to help run the games. The remaining proceeds will be used solely at the discretion of the Parks & Recreation Board to support parks and recreation operations.

One of our youth coaches, Matthew McGee, has offered to coordinate, with assistance from Recreation Supervisor Nancy Pizzino, volunteers from our various youth sports. Until we have an organizational meeting it is unknown what the interest level will be, but a preliminary schedule for volunteers from each sport are as follows:

Jan-March	Baseball & Softball
April-May	Basketball
June-July	Soccer
August	Wrestling
September	Flag Football
Oct.-December	Other Sports or Repeat Sport

Please schedule this matter for discussion for the November 6th Committee Meeting.



MIKE DEWINE

★ OHIO ATTORNEY GENERAL ★

Charitable Law Section
Office 614-466-3181
Fax 614-466-9788

150 E Gay St, 23rd Fl
Columbus, OH 43215
www.OhioAttorneyGeneral.gov

**ITEMS TO NOTE
WHEN COMPLETING THE INSTANT BINGO
FUNDRAISING CONTRACT FOR THE 2013 BINGO APPLICATION**

Effective Date listed in paragraph 1 on page 1 - the beginning and ending dates must account for all of the days you are licensed to conduct bingo. For renewal applicants, this means the beginning date should be January 1, 2013. For initial applicants, the initial date should be the first day you're eligible to conduct bingo. Please know that this contract can span multiple years if you intend to contract with the same organization in future years. Failure to list the proper dates on this contract will require us to return it to you for corrections, *which will delay licensing.*

Identification of Charitable Distributions (Section C, (24)(a)(i)) **AND** (Section C, (24)(b)(ii)) – both sections need to be completed. Even if your organization does not foresee exceeding the \$250,000 in Net Profit the 50% distribution area needs to be completed or the contract will be returned, *which will delay licensing.*

Section H – Notices – this section must be completed in its entirety or the contract will be returned, *which will delay licensing.*

Acknowledgement by Agents/Employees – this section must be completed and all individuals listed *must be* on Attachment C of the bingo application or the contract will be returned, *which will delay licensing.*

Please note that failure to file a contract which is NOT complete and accurate will result in an updated contract being required AND a delay in licensing your organization.

**INSTANT BINGO FUNDRAISING CONTRACT WITH
VETERAN'S, FRATERNAL, OR SPORTING ORGANIZATIONS**

This Instant Bingo Fundraising Contract is entered into between _____ (Veteran's/Fraternal/Sporting Organization, hereinafter referred to as "Fundraiser") and _____ (hereinafter referred to as "Charity") and is effective the ____ day of _____, 2____ through the ____ day of _____, 2____ unless terminated by either party in accordance with Section E.

Fundraiser desires to conduct instant bingo at

(Name Location is known by, if any)

(Street Address of Location)

(County)

(City, State and Zip Code of Location)

(hereinafter referred to as "Location") which is owned or leased by Fundraiser which serves as Fundraiser's post or auxiliary unit of a national veteran's association or as Fundraiser's branch, lodge or chapter of a national or state fraternal organization, or as Fundraiser's own premises if Fundraiser is a sporting organization.

The purpose of this Contract is to allow Fundraiser to raise money for Charity, so that Charity may use said funds for the charitable purposes of Charity in accordance with Chapter 2915 of the Ohio Revised Code.

A. Representations and Warranties.

(1) Charity represents and warrants that it is a public charity described in subsection 509(a)(1), 509(a)(2), or 509(a)(3) of the Internal Revenue Code (not a private foundation) and is either a governmental unit or an organization that maintains its principal place of business in Ohio, that is exempt from federal income taxation under subsection 501(a) and described in subsection 501(c)(3) of the Internal Revenue Code. Charity further represents and warrants that it is in good standing in accordance with any rules promulgated by the Office of the Attorney General pursuant to Section 2915.08(J) of the Ohio Revised Code.

(2) Fundraiser desires to raise money for Charity through the conduct of instant bingo at the Location. Fundraiser warrants and represents that neither it nor any of its officers, agents or employees who will assist in conducting instant bingo have been convicted of any gambling offense or felony in any jurisdiction. Fundraiser further represents and warrants that no distributors that have been licensed pursuant to

Section 2915.081 of the Ohio Revised Code have any direct or indirect ownership interest in the premises that constitute the Location.

(3) Fundraiser is a veteran's, fraternal, or sporting organization as defined in Sections 2915.01(K), (M), or (CCC) of the Ohio Revised Code (hereinafter referred to as a "veteran's, fraternal, or sporting organization") that intends to conduct instant bingo pursuant to Sections 2915.101 and 2915.13 of the Ohio Revised Code. Fundraiser warrants and represents that it is eligible to conduct instant bingo and meets the definitions set forth in Section 2915.01(K), Section 2915.01(M), or Section 2915.01(CCC) of the Ohio Revised Code.

B. Obligations of Charity.

(1) Charity will comply with the requirements of Chapter 2915 of the Ohio Revised Code, and any rules adopted by the Office of the Attorney General pursuant to said Chapter.

(2) Charity will comply with the requirements of Chapter 1716 of the Ohio Revised Code (relating to registration and requirements for charitable solicitations), and any rules adopted by the Office of the Attorney General pursuant to said Chapter.

(3) Charity will comply with the requirements of Section 109.23 *et seq.* of the Ohio Revised Code (relating to registration and requirements for charitable trusts), and any rules adopted by the Office of the Attorney General pursuant to said Sections.

(4) Charity will cooperate with Fundraiser in providing any information necessary for Fundraiser to obtain a license to conduct instant bingo at the Location from the Office of the Attorney General. Charity understands that submitting any false information relating to the issuance of a license to conduct instant bingo to the Office of the Attorney General is a criminal offense.

(5) Charity will not allow any person whom it knows or should know has been convicted of a felony or gambling offense in any jurisdiction to be a bingo game operator in the conduct of instant bingo.

(6) Charity will not pay, or allow any auxiliary unit or society of Charity to pay, any compensation to a bingo game operator for conducting instant bingo, or for preparing, selling, or serving food or beverages at the site of an instant bingo game.

(7) Charity will not pay fees to any person for any services performed in relation to the conduct of an instant bingo game.

(8) Charity will not pay fees to any person who provides refreshments to the participants in an instant bingo game.

(9) Charity will not allow instant bingo tickets or cards to be sold to bingo game operators who are performing work or labor at any premises, including the Location, where instant bingo is being conducted. In the event that Fundraiser holds a

D permit as described in division (B) of Section 4301.03 of the Ohio Revised Code for the Location, Charity will not allow instant bingo tickets or cards to be sold to any employees of Fundraiser who are working at a premises at which instant bingo tickets or cards are sold.

(10) Charity will assist Fundraiser in maintaining the records required under Section 2915.10 of the Ohio Revised Code for at least three years from the date on which the instant bingo game is conducted. If any records are accumulated at Charity's place(s) of business other than those related to the recipients of the net profit of instant bingo, Charity will compile the required records and promptly transmit those records to Fundraiser.

C. Obligations of Fundraiser.

(1) Fundraiser will comply with the requirements of Chapter 2915 of the Ohio Revised Code, and any rules adopted by the Office of the Attorney General pursuant to said Chapter.

(2) Fundraiser will comply with the requirements of Chapter 1716 of the Ohio Revised Code (relating to registration and requirements for charitable solicitations), and any rules adopted by the Office of the Attorney General pursuant to said Chapter.

(3) Fundraiser will obtain a license to conduct instant bingo at the Location from the Office of the Attorney General. Fundraiser understands that submitting any false information to the Office of the Attorney General relating to the issuance of a charitable bingo license is a criminal offense.

(4) Fundraiser will display its bingo license, and the serial number of each deal of instant bingo tickets or cards to be sold, conspicuously at the Location.

(5) Fundraiser will not conduct instant bingo on any day, at any time, or at any premises not specified on its license issued for the Location pursuant to Section 2915.08 of the Ohio Revised Code.

(6) Fundraiser will not conduct instant bingo during the hours of any Traditional Bingo games that may be licensed at the same location, unless Fundraiser has obtained a valid Type II Bingo License for such Traditional Bingo sessions. Any revenues generated from instant bingo conducted at a Traditional Bingo session are subject to the provisions of Section 2915.101 of the Revised Code, but will not be subject to the terms of this Contract.

(7) Fundraiser will limit the sale of instant bingo to twelve (12) hours per day for up to seven days per week, and will limit the sale of instant bingo to its own premises and to its own members and invited guests. No portion of the compensation paid to employees who sell instant bingo tickets or cards, or who prepare, sell, or serve food or beverages at the site of the instant bingo game will be paid out of any receipts of bingo.

(8) Fundraiser will purchase all instant bingo supplies only from distributors that have been duly licensed by the Office of the Attorney General in accordance with Section 2915.081 of the Ohio Revised Code, or that have met the requirements of 124 H.B. 512, Section 4, as amended by 125 H.B. 95.

(9) Fundraiser will not permit any distributor from which it purchases instant bingo supplies to donate, give, loan, lease, or otherwise provide any bingo supplies or equipment to Fundraiser conditioned on or in consideration for an exclusive right to provide bingo supplies to Fundraiser.

(10) Fundraiser will not pay any kickback, bribe, or undocumented rebate, directly or indirectly, overtly or covertly, in cash or in kind, to any distributor or manufacturer of bingo supplies, in return for receiving bingo supplies.

(11) Fundraiser will not sell or provide any instant bingo ticket or card for a price different from the price printed on it by the manufacturer on either the instant bingo ticket or card or on the game flare.

(12) Fundraiser will not sell any instant bingo tickets to a person under eighteen years of age.

(13) Fundraiser will not allow any person under the age of eighteen to work as a bingo game operator, including preparing, selling, or serving food and beverages at the Location during licensed hours.

(14) Fundraiser will not allow any person whom it knows or should know has been convicted of a felony or gambling offense in any jurisdiction to be a bingo game operator in the conduct of instant bingo.

(15) Fundraiser will not allow instant bingo tickets or cards to be sold to bingo game operators who are performing work or labor at the Location. In the event that Fundraiser holds a D permit as described in division (B) of Section 4301.03 of the Ohio Revised Code for the Location, Fundraiser will not allow instant bingo tickets or cards to be sold to any employees of Fundraiser who are working at a premises at which instant bingo tickets or cards are sold.

(16) Fundraiser will not pay fees to any person for any services performed in relation to the conduct of an instant bingo game, except that Fundraiser may pay fees for services specifically authorized by Sections 2915.09(A)(1), (A)(2), (A)(3) and 2915.101 of the Ohio Revised Code.

(17) Fundraiser agrees that all agents, board members, officers or employees who perform work or labor at the Location will be advised of the terms of this Contract. Obtaining the signatures of such persons on copies of this Contract together with the written date on which said signature is affixed, and transmitting a true and authentic copy of such signed, dated copies to Charity prior to the commencement of any such work or labor by said agents, board members, officers or employees will satisfy the requirements of this paragraph.

(18) Fundraiser will, once it opens a deal of instant bingo tickets or cards, continue to sell the tickets or cards in that deal until the tickets or cards with the top two highest tiers of prizes in that deal are sold. Fundraiser will not sell or provide any instant bingo ticket or card for a price different from the price printed on it by the manufacturer. Fundraiser will keep all unsold instant bingo tickets for at least three years.

(19) Fundraiser will not purchase, lease or use any slot machine.

(20) Fundraiser will maintain the records required under section 2915.10 of the Ohio Revised Code for at least three years from the date on which the bingo is conducted, as follows:

- (a) An itemized list of the gross receipts of each game of instant bingo by serial number;
- (b) An itemized list of all expenses, other than prizes, that are incurred in conducting instant bingo, the name of each person to whom the expenses are paid, and a receipt for all of the expenses;
- (c) A list of the total prizes awarded during each instant bingo game by serial number, and the name, address and social security number of all persons who are winners of prizes of six hundred dollars or more in value;
- (d) An itemized list of the recipients of the net profit of instant bingo, including the name and address of each recipient to whom the money is distributed, and if Fundraiser uses the net profit of instant bingo for any charitable or other purpose set forth in division (Z) of Section 2915.01, division (D) of Section 2915.02, or Section 2915.101 of the Ohio Revised Code, a list of each purpose and an itemized list of each expenditure for each purpose; and
- (e) An itemized list of all expenses incurred at each game of instant bingo conducted by Fundraiser at the Location in the sale of food and beverages by Fundraiser or by an auxiliary unit or society of Fundraiser, the name of each person to whom the expenses are paid, and a receipt for all of the expenses.

Fundraiser will maintain the records identified in this Paragraph (C)(20) at its principal place of business in Ohio or at its headquarters in Ohio and will notify the Office of the Attorney General of the location at which those records are kept.

(21) Fundraiser will deposit the gross profit from each instant bingo game conducted at the Location into a checking account (hereinafter the "Game Account") devoted exclusively to Fundraiser's bingo as defined in Section 2915.01(S)(2) of the Ohio Revised Code. Fundraiser will make all payments, or transfers to Fundraiser's general account pursuant to Ohio Administrative Code Section 109:1-4-11, for allowable expenses incurred in conducting the instant bingo at the Location and payments to

charitable recipients only by checks drawn on or electronic funds transfers from the Game Account.

(22) Fundraiser will conduct and record an inventory of all of its bingo supplies as of the first day of November of each year that this Contract is in effect.

(23) Fundraiser will distribute the proceeds from instant bingo conducted pursuant to this Contract in accordance with the requirements of Section 2915.101(A) of the Ohio Revised Code.

(24) Fundraiser will distribute the proceeds from the conduct of instant bingo at the Location, after deduction only the amounts actually expended for the payment of prize awards and ordinary, necessary, and reasonable amounts expended for the purchase of instant bingo supplies, as follows:

(a) For the first two hundred fifty thousand dollars or less of net profit from the proceeds of the sale of instant bingo generated during the bingo reporting year:

(i) At least twenty-five per cent shall be distributed to Charity or to another organization defined in Section 2915.01(Z)(1) of the Ohio Revised Code or a department or agency of the federal government, the state, or any political subdivision. In the event that the parties agree that Fundraiser may distribute proceeds to another organization defined in Section 2915.01(Z)(1) of the Ohio Revised Code or to a department or agency of the federal government, the state, or any political subdivision, said distributions will be made to Charity and/or the following entities in accordance with the following percentages:

Charity	Percentage Distribution
Name of Other Organization/Government Entity	Percentage Distribution
Name of Other Organization/Government Entity	Percentage Distribution
Name of Other Organization/Government Entity	Percentage Distribution

(If checked, Additional Organizations/Government Entities and the Percentage Distribution to each are identified on a separate list attached hereto.)

Total Distributions by Percentage

(must total at least Twenty-five Percent).

(ii) No more than seventy-five per cent for its expenses in conducting the instant bingo at the Location.

(b) For any net profit from the proceeds of the sale of instant bingo of more than two hundred fifty thousand dollars generated in a bingo reporting year:

(i) No more than forty-five percent for its expenses in conducting the instant bingo at the Location.

(ii) A minimum of fifty percent to Charity or to another organization defined in Section 2915.01(Z)(1) of the Ohio Revised Code or to a department or agency of the federal government, the state, or any political subdivision. In the event that the parties agree that Fundraiser may distribute proceeds to another organization defined in Section 2915.01(Z)(1) of the Ohio Revised Code or to a department or agency of the federal government, the state, or any political subdivision, said distributions will be made to Charity and/or the following entities in accordance with the following percentages:

Charity	Percentage Distribution
Name of Other Organization/Government Entity	Percentage Distribution
Name of Other Organization/Government Entity	Percentage Distribution
Name of Other Organization/Government Entity	Percentage Distribution

(If checked, Additional Organizations/Government Entities and the Percentage Distribution to each are identified on a separate list attached hereto.)

Total Distributions by Percentage

(must total at least Fifty Percent).

(iii) No more than five percent for its own charitable purposes or to a community action agency. In the event Fundraiser does not distribute the full five percent for its own charitable purposes or to a community action agency, it shall distribute the balance of the five percent to an organization described in division (Z)(1) of section 2915.01 of the Revised Code.

D. Acknowledgements of the Parties.

(1) Charity acknowledges that, if it is a Charitable Instant Bingo Organization as defined in Section 2915.01(XX) of the Ohio Revised Code, it is under an obligation to promptly report to the Office of the Attorney General any conduct by Fundraiser or its agents, board members, officers or employees that violates Chapter 2915 of the Ohio Revised Code.

(2) Fundraiser acknowledges that, if Charity is a Charitable Instant Bingo Organization as defined in Section 2915.01(XX) of the Ohio Revised Code, Charity is under an obligation to promptly report to the Office of the Attorney General any conduct by Fundraiser or its agents, board members, officers or employees that violates Chapter 2915 of the Ohio Revised Code.

(3) Fundraiser understands and acknowledges that in performing the instant bingo activities contemplated by this Contract, it and its agents, board members, officers and employees who perform such activities will be acting as agents of Charity and will hold fiduciary responsibilities to Charity and its charitable beneficiaries and purposes.

E. Termination.

(1) Either party may voluntarily terminate this contract upon 30 days prior notice for any reason whatsoever. Either party may immediately terminate this contract if the other party has breached any provisions of this contract. The following events shall be deemed to be a breach of the obligations hereunder provided, however, said list shall not be deemed to be all inclusive:

- (a) Any failure by the other party to timely perform its obligations hereunder;
- (b) The other party shall cease doing business, file for protection under any state or federal bankruptcy or similar laws, make an assignment for the benefit of its creditors, or a receiver, trustee, liquidator or conservator has been appointed over that party.

(2) In the event of any early termination of this Contract, Fundraiser shall promptly notify the Attorney General that the Contract has been terminated.

F. Miscellaneous.

This document constitutes the entire agreement between the parties. Neither party may modify or amend the terms of this contract. Neither this Contract nor any rights, duties or obligations described herein shall be assigned by either party hereto. This Contract shall be construed under and in accordance with the laws of the State of Ohio.

G. Duration.

This contract is effective for the period indicated above, after execution by all signatories hereto, and shall continue in effect for the duration of the period indicated above unless terminated by either party.

H. Notices.

Any notice required to be given under this contract shall either be hand delivered or sent by United States certified mail, return receipt requested, postage prepaid, addressed to a party at its address below or such other address as said party shall designate in writing sent in accordance with this paragraph.

IN WITNESS WHEREOF, the parties have executed this Instant Bingo Fundraising Contract to become effective as of the day and year first written above.

Name of Charity

Name of Fundraiser

By: _____
(Signature)

By: _____
(Signature)

Typed Name of Signatory

Typed Name of Signatory

Title of Signatory

Title of Signatory

Address of Charity

Address of Fundraiser

Tax I.D. #

Tax I.D. #

Dated: _____, 20____

Dated: _____, 20____

Acknowledgment by Agents/Employees

The following Agents/Employees of Fundraiser acknowledge having reviewed and understood the terms of the Instant Bingo Fundraising Contract between _____ (Fundraiser") and _____ (Charity).

Specifically, the undersigned acknowledge and understand that pursuant to Section 2915.09 of the Ohio Revised Code, no bingo game operator who conducts instant bingo may receive or accept any commission, wage, salary, reward, tip, donation, gratuity or other form of compensation, directly or indirectly, regardless of the source, for conducting bingo or for providing any other work or labor at the Location during the time that such person acts as a bingo game operator, except that employees of Fundraiser may sell instant bingo tickets to Fundraiser's members and invited guests, as long as no portion of the employee's compensation is paid from any receipts of bingo.

_____ Signature of Agent/Employee	_____ Typed Name	_____ Date
_____ Signature of Agent/Employee	_____ Typed Name	_____ Date
_____ Signature of Agent/Employee	_____ Typed Name	_____ Date
_____ Signature of Agent/Employee	_____ Typed Name	_____ Date
_____ Signature of Agent/Employee	_____ Typed Name	_____ Date
_____ Signature of Agent/Employee	_____ Typed Name	_____ Date
_____ Signature of Agent/Employee	_____ Typed Name	_____ Date
_____ Signature of Agent/Employee	_____ Typed Name	_____ Date
_____ Signature of Agent/Employee	_____ Typed Name	_____ Date
_____ Signature of Agent/Employee	_____ Typed Name	_____ Date



CITY OF KENT, OHIO

DEPARTMENT OF COMMUNITY DEVELOPMENT

DATE: October 31, 2013
TO: Dave Ruller, City Manager
FROM: Bridget Susel, Community Development Director
RE: Small Business Development Center Services

BOD.

A realignment of the state funding made available to the Kent Regional Business Alliance (KRBA) for the provision of small business development services has resulted in financial challenges for KRBA that has significantly limited the organization's ability to continue providing such services in the future.

The City is committed to promoting new business growth and recognizes that continuing to provide small business development services fosters greater commercial investment and expansion in the community. The technical guidance and business planning made available to entrepreneurs through this service is critical to determining the viability of proposed business concepts and greatly increases the number of new small businesses that remain operational for an extended period of time.

The Community Development Department staff has been in discussions with the State of Ohio Development Services Agency (ODSA) to identify a strategy for ensuring that small business development services continue to be made available in the City of Kent. The ODSA has proposed that it would expand the geographic focus of one of its regional small business development centers, The Summit Medina Business Alliance, to include the Portage County region. City staff has determined that the ODSA recommendation has merit and I am respectfully requesting time at the November 6, 2013 Council Committee session to discuss this matter in greater detail and to seek Council approval, with emergency, for the following actions:

1. Authorize the City to enter into a 2013 Community Development Block Grant (CDBG) subrecipient agreement with The Summit Medina Business Alliance, in the amount of \$25,000, for the provision of small business development services for low-to-moderate income persons;
2. Un-appropriate \$10,000 of general fund monies allocated to the Kent Regional Business Alliance;
3. Re-appropriate \$10,000 of general fund monies to The Summit Medina Business Alliance and authorize the City to enter into an agreement with The Summit Medina Business Alliance for the provision of small business counseling services for persons exceeding the CDBG eligible income limits and administrative related costs;
4. Authorize the City to identify available City-owned office space that can be utilized, on a part-time basis, by The Summit Medina Business Alliance for the provision of small business development services in the community.

Thank you for your consideration of this request. If you need any additional information in order to add this item to the agenda, please let me know.

Cc: Jim Silver, Law Director
Linda Jordan, Clerk of Council
Dan Smith, Economic Development Director
SBDC Services file, 2013

KENT BUSINESS DEVELOPMENT CENTER

PROGRAM POLICY

Recognizing the importance of encouraging small business development as a component of the City's economic development strategy, the City of Kent maintains the Kent Business Development Center on East Summit Street to provide needed incubator services that can support fledgling small businesses that are working towards establishing themselves in the Kent community.

All small businesses seeking to lease space in the Kent Business Development Center will be subject to the following:

- 1) The business must be a start-up company or have been in business no more than two (2) years.
- 2) A formal business plan is recommended and "priority consideration" will be given to applicants that have a completed business plan at the time an application for lease space is submitted to the City of Kent.
- 3) A completed application, in a format designed by the Community Development Department, must be submitted by any person/entity interested in leasing space in the Small Business Development Center.
- 4) The term for all leases in the Kent Business Development Center will range from two-to-four years. No lessee will be allowed to occupy space, under the Small Business Development Center rent structure, beyond 48 months.
- 5) A security deposit equal to the first month's rent is due and payable at the time of the signing of the lease and is required before occupancy. The lessee must leave the rented space in a condition acceptable to the City of Kent or the security deposit will be maintained by the City in order to correct for any damage or non-code compliant conditions created by the lessee.
- 6) The base lease rate, beginning in August 2013, will be \$5.00 per square foot (s.f.). The lease rate for subsequent years will be adjusted annually based on the reported average annual percentage of change for the Cleveland-Akron PMSA Consumer Price Index as reported by the Bureau of Labor Statistics. If the average rate of change is negative, the rental rate listed in the lease will remain constant for the subsequent 12-month period.
- 7) The lessee will be responsible for all utilities and insurance. At no time will a lessee be permitted access to the premises without transfer of utilities into his/her/company name and without providing documentation of insurance coverage listing the City of Kent as the insured.
- 8) The entire facility operates under one water system so separate meters are not installed in the rental units. All lessees are required to pay the monthly minimum water utilization fee. The fee, effective August 1, 2013, is \$24.87 per month. This fee will be adjusted if, at any time, the City of Kent changes the amount charged for the monthly minimum water utilization fee.
- 9) All lessees are required to sign a Waiver of Relocation Benefits statement.
- 10) All lessees are required to sign an information release form.
- 11) In the event an existing lessee can demonstrate he/she has undertaken a good faith effort to locate suitable alternative space elsewhere in the community within the four (4)

months preceding the date when the 48 month Small Business Development Center term period is set to expire, and the City does not have any other viable applications seeking space in the Small Business Development Center, a tenant can enter into a one year lease extension agreement with the City, with the base rental rate established at a fair market rate of \$9.00 per square foot. The base fair market rate for lease extension agreements will be adjusted annually based on the reported average annual percentage of change for the Cleveland-Akron PMSA Consumer Price Index as reported by the Bureau of Labor Statistics. If the average rate of change is negative, the rental rate listed in the lease will remain constant for the subsequent 12-month period. All other conditions of this policy, including utility payments and insurance, will apply.

- 12) The Community Development Department will be responsible for advertising for any space available at the Small Business Development Center within 45 days of a vacancy. The advertisement must appear at least once a week for two consecutive weeks and appear in a section of the newspaper that markets commercial space for lease.

Guidelines approved by Kent City Council, August 21, 2013

SUMMARY OF 2013 KENT BICYCLE & PEDESTRIAN COUNTS

2013 Bicycle Counts - On Road

Date	Road Location	9 - 11 am	Noon-2pm	3 - 5 pm	4 - 6 pm	Average	Total
October 1	SR 59 & Erie St.		3		2	2.5	5
October 1	Summit St & Terrace Dr		2		1	1.5	3
October 2	Summit St & Campus Center Dr		10		3	6.5	13
July 30	Water St & Erie St	5		9		7	14
October 9	Water St & Erie St		3		4	3.5	7
July 30	Water St & W College St	3		1		2	4
October 10	Water St & W College St		2		0	1	2

2013 Bicycle Counts - On Sidewalk

Date	Road Location	9 - 11 am	Noon-2pm	3 - 5 pm	4 - 6 pm	Average	Total
October 1	SR 59 & Erie St.		16		7	11.5	23
October 1	Summit St & Terrace Dr		7		9	8	16
October 2	Summit St & Campus Center Dr		3		8	5.5	11
July 30	Water St & Erie St	5		9		7	14
October 9	Water St & Erie St		11		7	9	18
July 30	Water St & W College St	1		4		2.5	5
October 10	Water St & W College St		1		5	3	6

2013 Pedestrian Counts

Date	Road Location	9 - 11 am	Noon-2pm	3 - 5 pm	4 - 6 pm	Average	Total
October 1	SR 59 & Erie St.		149		136	142.5	285
October 1	Summit St & Terrace Dr		296		182	239	478
October 2	Summit St & Campus Center Dr		549		476	512.5	1025
July 30	Water St & Erie St	131		444		287.5	575
October 9	Water St & Erie St		442		284	363	726
July 30	Water St & W College St	83		240		161.5	323
October 10	Water St & W College St		326		289	307.5	615

**City of Kent
Income Tax Division**

September 30, 2013

Income Tax Receipts Comparison - RESTATED - (NET of Refunds)

Monthly Receipts

Total receipts for the month of September, 2013	\$1,205,984
Total receipts for the month of September, 2012	\$980,892
Total receipts for the month of September, 2011	\$825,343

Year-to-date Receipts and Percent of Total Annual Receipts Collected

	<u>Year-to-date Actual</u>	<u>Percent of Annual</u>
Total receipts January 1 through September 30, 2013	\$9,379,625	82.28%
Total receipts January 1 through September 30, 2012	\$8,764,187	72.65%
Total receipts January 1 through September 30, 2011	\$8,094,331	75.56%

Year-to-date Receipts Through September 30, 2013 - Budget vs. Actual

<u>Year</u>	<u>Annual Budgeted Receipts</u>	<u>Revised Budgeted Receipts</u>	<u>Year-to-date Actual Receipts</u>	<u>Percent Collected</u>	<u>Percent Remaining</u>
2013	\$ 11,400,000	\$ 11,400,000	\$9,379,625	82.28%	17.72%

Comparisons of Total Annual Receipts for Previous Seven Years

<u>Year</u>	<u>Total Receipts</u>	<u>Percent Change From Prior Year</u>
2006	\$ 10,151,202	-0.36%
2007	\$ 10,540,992	3.84%
2008	\$ 10,712,803	1.63%
2009	\$ 10,482,215	-2.15%
2010	\$ 10,453,032	-0.28%
2011	\$ 10,711,766	2.48%
2012	\$ 12,063,299	12.62%

Submitted by David A. Coffey, Director of Budget and Finance

2013 CITY OF KENT, OHIO
Comparison of Income Tax Receipts
as of Month Ended September 30, 2013

Monthly Receipts				Comparisons	
Month	2011	2012	2013	Amount	Percent Change
January	\$ 1,026,357	\$ 1,085,253	\$ 897,977	\$ (187,277)	-17.26%
February	788,986	806,227	919,060	112,832	14.00%
March	823,680	860,826	988,906	128,080	14.88%
April	1,057,137	1,239,488	1,330,732	91,244	7.36%
May	1,006,438	972,050	1,021,364	49,314	5.07%
June	844,726	915,138	1,059,172	144,034	15.74%
July	848,105	961,433	967,424	5,991	0.62%
August	873,559	942,880	989,007	46,127	4.89%
September	825,343	980,892	1,205,984	225,092	22.95%
October	939,121	1,076,141			
November	843,533	890,325			
December	834,781	1,332,645			
Totals	\$ 10,711,766	\$ 12,063,299	\$ 9,379,625		

Year-to-Date Receipts				Comparisons	
Month	2011	2012	2013	Amount	Percent Change
January	\$ 1,026,357	\$ 1,085,253	\$ 897,977	\$ (187,277)	-17.26%
February	1,815,343	1,891,480	1,817,036	(74,444)	-3.94%
March	2,639,023	2,752,306	2,805,942	53,636	1.95%
April	3,696,160	3,991,794	4,136,674	144,880	3.63%
May	4,702,598	4,963,844	5,158,038	194,194	3.91%
June	5,547,324	5,878,982	6,217,210	338,228	5.75%
July	6,395,429	6,840,415	7,184,634	344,219	5.03%
August	7,268,988	7,783,295	8,173,641	390,346	5.02%
September	8,094,331	8,764,187	9,379,625	615,438	7.02%
October	9,033,453	9,840,328			
November	9,876,985	10,730,653			
December	10,711,766	12,063,299			
Totals	\$ 10,711,766	\$ 12,063,299			

2013 CITY OF KENT, OHIO
Comparison of Income Tax Receipts from Kent State University
as of Month Ended September 30, 2013

Monthly Receipts				Comparisons	
Month	2011	2012	2013	Amount	Percent Change
January	\$ 406,862	\$ 403,606	\$ 383,688	\$ (19,919)	-4.94%
February	336,710	335,895	353,861	17,966	5.35%
March	362,390	360,114	384,674	24,560	6.82%
April	357,231	362,957	396,905	33,947	9.35%
May	354,925	360,026	379,202	19,176	5.33%
June	349,038	362,330	413,558	51,227	14.14%
July	337,910	379,316	359,357	(19,959)	-5.26%
August	370,933	359,550	375,619	16,068	4.47%
September	298,038	328,283	321,941	(6,342)	-1.93%
October	352,815	376,474			
November	358,685	384,179			
December	360,837	423,935			
Totals	\$ 4,246,372	\$ 4,436,666	\$ 3,368,804		

Year-to-Date Receipts				Comparisons	
Month	2011	2012	2013	Amount	Percent Change
January	\$ 406,862	\$ 403,606	\$ 383,688	\$ (19,919)	-4.94%
February	743,572	739,501	737,549	(1,952)	-0.26%
March	1,105,962	1,099,615	1,122,223	22,607	2.06%
April	1,463,193	1,462,573	1,519,127	56,554	3.87%
May	1,818,117	1,822,598	1,898,329	75,731	4.16%
June	2,167,155	2,184,929	2,311,886	126,958	5.81%
July	2,505,065	2,564,245	2,671,244	106,999	4.17%
August	2,875,997	2,923,795	3,046,863	123,068	4.21%
September	3,174,035	3,252,078	3,368,804	116,726	3.59%
October	3,526,851	3,628,552			
November	3,885,535	4,012,731			
December	4,246,372	4,436,666			
Totals	\$ 4,246,372	\$ 4,436,666			

2013 CITY OF KENT, OHIO
Comparison of Income Tax Receipts from Kent State University
as of Month Ended September 30, 2013

Comparisons of Total Annual Receipts for Previous Seven Years

<u>Year</u>	<u>Total Receipts</u>	<u>Percent Change</u>
2006	\$ 3,542,080	2.59%
2007	\$ 3,707,931	4.68%
2008	\$ 3,919,539	5.71%
2009	\$ 4,090,788	4.37%
2010	\$ 4,267,465	4.32%
2011	\$ 4,246,372	-0.49%
2012	\$ 4,436,666	4.48%

