COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS
REGULAR COUNCIL MEETING
AGENDA

IN COUNCIL CHAMBERS @ 7:00 P.M. **Monday, December 3, 2018**

Comments from the Public are welcomed at two different times during the course of the meeting: (1) Comments on items not on the Agenda will be heard under Citizens Concerns, and (2) Comments on all items listed on the Agenda will be heard during Council's consideration of said item. A Sign-In sheet will be made available on the small table at the rear of the Council Chambers. Please write your name and the topic you wish to discuss. NOTE: Agenda items may be changed at the pleasure of Council during Review of Agenda. This is done with attention to the need to give the public time to engage, and is kept to a minimum.

CALL TO ORDER

ROLL CALL

SWEARING IN

Swearing in of Kineta Sanford as a Yellow Springs Village Council Member

ANNOUNCEMENTS

CONSENT AGENDA (7:10)

1. Minutes of November 19, 2018 Regular Meeting

REVIEW OF AGENDA (7:15)

I. PETITIONS/COMMUNICATIONS (7:20)

The Clerk will receive and file:

Shawn Leon re: Proposed Resolution
GCCHD re: Accreditation
Mayor's Court Monthly Report
Friends Care Center re: Request for Donation
OEPA re: Discharge Notice
Susan Stiles re: Opinion on PUD
Denise Swinger re: Density Changes to Zoning Code
Council Clerk re: Meeting Protocol Reminder

II. PUBLIC HEARINGS/LEGISLATION (7:25)

Second Reading and Public Hearing of Ordinance 2018-49 Adding a New Chapter 290 of the Codified Ordinances Thereby Establishing a Justice Commission of Council
First Reading of Ordinance 2018-50 Approving the 2019 Budget for the Village of Yellow Springs and Declaring an Emergency
First Reading of Ordinance 2018-51 Approving Creation of a Fund for the Furtherance of Affordable Housing in the Village of Yellow Springs
Reading of Resolution 2018-42 Affirming the Village of Yellow Springs as a Welcoming Community for All Persons Regardless of Country of Origin, Ethnicity, Age, Gender Identity, Sexual Orientation, Income, Ability or Religion

III. CITIZEN CONCERNS (7:50)

This time is held for citizens wishing to comment upon items NOT listed on the agenda. Comments are limited to 3 minutes, please.

IV. SPECIAL REPORTS (8:00)

Yellow Springs Active Transportation Plan (Michael Blau, Toole Design Group)

V. OLD BUSINESS (8:30)

Draft Village Manager Search Brochure and Updated Timeline (Housh: 10 min.)

VI. NEW BUSINESS (8:40)

Council Direct Report Evaluation Process (Stokes: 10 min.)

VII. MANAGER'S REPORT (8:50)

VIII. SOLICITOR'S REPORT (8:55)

IX. CLERK REPORT (9:00)

X. FUTURE AGENDA ITEMS (9:05)*

Dec. 17: **Second Reading and Public Hearing of Ordinance 2018-50** Approving the 2019 Budget for the Village of Yellow Springs and Declaring an Emergency
Second Reading and Public Hearing of Ordinance 2018-51 Approving Creation of a Fund for the Furtherance of Affordable Housing in the Village of Yellow Springs
Emergency Reading of Ordinance 2018-52 Approving a Supplemental Appropriation for the Third Quarter of 2018
Reading of Resolution 2018-42 Adjusting Village Employee Wage Scales
Consideration of Planning Commission Recommendation re: PUD Proposal
Council End-of Year Review
Council's 2019 Draft Goals
Council Board and Commission Assignments
Housing Advisory Board End-of-Year Review

Jan. 7: **First Reading of Ordinance 2019-01** Authorizing the Sale During Calendar Year 2018 of Municipally Owned Personal Property which Is Not Needed for Public Use, or Which is Obsolete or Unfit for the Use for which it was Acquired, by Internet Auction, Pursuant to Ohio Revised Code Section 721.15(D)
Transient Guest Lodging Discussion
Report on Scenario-Based Training
ESC Annual Report
ACC Annual report

Jan. 22:
Feb. 4:
Feb.19:

*Future Agenda items are noted for planning purposes only and are subject to change.

EXECUTIVE SESSION

ADJOURNMENT

The next regular meeting of the Council of the Village of Yellow Springs will be held at 7:00 p.m. on **Monday, December 17, 2018** in Council Chambers, John Bryan Community Center, 100 Dayton Street.

The Village of Yellow Springs is committed to providing reasonable accommodations for people with disabilities. The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the Village Clerk of Council's Office at 767-9126 or via e-mail at clerk@yso.com for more information.

Council for the Village of Yellow Springs
Regular Session Minutes

In Council Chambers @ 7:00 P.M. **Monday, November 19, 2018**

CALL TO ORDER
President of Council Brian Housh called the meeting to order at 7:00pm.

ROLL CALL
Present were President Housh, Vice President Marianne MacQueen and Council members Judith Hempfling, Kevin Stokes and Lisa Kreeger. Also present were Village Manager Patti Bates, Finance Director Colleen Harris and Solicitor Chris Conard.

ANNOUNCEMENTS
Kreeger announced Giving Tuesday and related the website created to facilitate this effort (ysgivingtuesday.org). Kreeger urges citizens to donate to the Utility Round Up.

MacQueen thanked the Village Crew for their hard work during and after the ice storm.

Housh noted the asset of having a locally run electric system and such a responsive crew.

Bates noted that there will be a free brush/limb pickup after December 5th, due to the storm.

Housh reported that the Active Transportation Plan will be unveiled at the December 3rd Council meeting.

Housh noted the annual tree lighting ceremony with local businesses providing refreshments set for November 21.

Housh asked that downtown businesses let the Chamber know if they will be participating in the window decorating contest.

Housh noted the Community Thanksgiving dinner set for the 22nd at the Presbyterian Church.

Housh commented that recent characterization, during a Planning Commission meeting, of the Home, Inc. PUD proposal as "warehousing of our elderly" is not shared by Council. Housh stated that all projects in this vein will be carefully considered by Planning Commission and Council as to whether they are worthy and responsive to a need.

Hempfling announced that this is her last meeting, and thanked the community and the Council seat applicants.

REVIEW OF MINUTES
Housh moved minutes off of the Consent Agenda for corrections.

1. Minutes of October 31, 2018 Special Council Meeting: Budget Work Session. Housh MOVED and Stokes SECONDED a MOTION TO APPROVE as Amended. The MOTION PASSED 5-0 on a voice vote.

2. Minutes of November 5, 2018 Regular Meeting. Kreeger MOVED and Stokes SECONDED a MOTION TO APPROVE as Amended. The MOTION PASSED 5-0 on a voice vote.

REVIEW OF AGENDA
Stokes added the topic of Transient Guest Lodging to New Business.

MacQueen asked that a nomination to extend Hempfling's date of resignation to December 30 be added to New Business, stating that she was not comfortable with bringing in a new member of Council to vote on a budget for which they had not participated in the process.

Housh added the topic of Evaluation of Council Direct Reports to New Business.

PETITIONS/COMMUNICATIONS
MacQueen reviewed communications received as follows:

Greene County Combined Health re: HIV Cases
Environmental Commission re: Letter to OEPA
Richard Lapedes re: Support for Home, Inc. PUD

PUBLIC HEARINGS/LEGISLATION

Second Reading and Public Hearing of Ordinance 2018-47 Mandating that the Use of Any Form of Surveillance Technology by Village of Yellow Springs Entities be Approved by Village Council. MacQueen MOVED and Hempfling SECONDED a MOTION TO APPROVE.

Housh OPENED THE PUBLIC HEARING.

Ellis Jacobs thanked Hempfling for her work on the JSTF, and thanked those involved in the creation of the ordinance.

Jacobs noted that Yellow Springs will be the first municipality in Ohio to pass such an ordinance.

Housh noted section 607 (c)(3)(8), which assures several means for making contact with Council.

Dorothee Bouquet received assurance that the ordinance provides for checks and balances in the case of a declared State of Emergency.

Jordan Gray expressed that there are drones which may surveil over Village property, and received information that the ordinance covers only Village government entities.

Housh CLOSED THE PUBLIC HEARING.

Housh CALLED THE VOTE, and the MOTION PASSED 5-0 ON A ROLL CALL VOTE.

Second Reading and Public Hearing of Ordinance 2018-48 Repealing and Replacing Sections 1042.01(i)(1)(2)(3)&(4) of the Codified Ordinances of the Village of Yellow Springs, Ohio and Thereby Eliminating the Kilowatt-Hour Tax Adjustment Portion of the Compensation for Customers Supplying Energy to the Village from On-Site Solar or Wind Generators. MacQueen MOVED and Kreeger SECONDED a MOTION TO APPROVE.

Bates explained that the current ordinance reads that a resident will be credited for each kWh of energy produced in excess of their needs, and that they will be credited $.11/kWh plus the power cost adjustment plus the kWh tax. However, crediting the resident the kWh tax creates a situation in which the Electric Fund is debited twice for the tax; once to the resident and once when the tax is transferred, by law, to the General Fund.

Housh OPENED THE PUBLIC HEARING.

There being no comment from those present, Housh CLOSED THE PUBLIC HEARING.

Housh CALLED THE VOTE, and the MOTION PASSED 5-0 ON A ROLL CALL VOTE.

First Reading of Ordinance 2018-49 Adding a New Chapter 290 of the Codified Ordinances Thereby Establishing a Justice Commission of Council. Kreeger MOVED and Hempfling SECONDED a MOTION TO APPROVE.

Hempfling thanked the JSTF for their work on the ordinance.

Hempfling made note of changes she had suggested to Exhibit A. This was not provided to Council in general. This was briefly discussed, and changes will be reflected in the revised Exhibit A on December 3rd.

Housh invited public comment.

Sean Tulecke-Paulson stated his objection that the Police Department or Mayor be included in any way on the Commission.

Athena Fannin asked that the YSPD not be represented on the new Commission.

William Tolle stated that he did not want police representation on the new Commission.

Housh responded to the comments, stating that he sees the inclusion of all invested parties as a win for all concerned. He stated that he did not want to alienate any part of the team working to change the justice system. Housh stated that a Citizen Review Board is still under separate consideration.

MacQueen responded to comments made that the most effective way to change a system is to engage all members of that system in creating change. She acknowledged that there is a trust issue that should be engaged.

Housh CALLED THE VOTE, and the MOTION PASSED 5-0 on a ROLL CALL VOTE.

Reading of Resolution 2018-41 Approving the Yellow Springs Arts Council Request for Placement of Permanent Sculpture on Village Property and Establishing Conditions. Kreeger MOVED and MacQueen SECONDED a MOTION TO APPROVE.

Kreeger invited Cheryl Durgans, who has been instrumental in the project, to speak.

Durgans commented that Wheeling Gaunt embodies the spirit of perseverance and strength. She commented upon the need to increase the diversity of the Village, and the need to honor this Village leader.

Housh noted that the area could become a trailhead and so build on the asset. Housh also mentioned the associated mural project, the creation of which could actively engage community members.

Housh CALLED THE VOTE and the MOTION PASSED 5-0 ON A VOICE VOTE.

CITIZEN CONCERNS

Patrick Black spoke to the earlier noted comment regarding trust of the police, and asked that it be required that officers reside in the Village.

Housh noted that this cannot be legally required, but noted that Council is aware of the concern, and is looking at ways to incentivize residency.

Kevin MacGruder, Home, Inc, Treasurer, iterated a request that Council fund their Glen Cottages housing effort.

Corey White read a statement from the "Yellow Springs Police Advisory Council" asking that they adopt a provided resolution related to New Year's Eve.

Athena Fannin thanked Council for clarifying their ordinance regarding Recreational Vehicles.

Shawn Tulecke-Paulson asked Council to respond to the request to add the resolution regarding New Year's Eve, then requested that Judith Hempfling apologize to him. The situation devolved, with Tulecke-Paulson refusing to relinquish the mic.

Council called a recess.

After a break, Tulecke-Paulson was convinced to take a seat, and the meeting resumed.

SPECIAL REPORTS

Review of General Fund with Suggested Changes for Council Final Approval. Housh asked that Council target their concerns, and that the session center on those proposed additions to the budget.

Harris explained the difference between "funds" and "appropriated funds" to all present.

MacQueen stated her four requests, justifying each of these, one of which was removed as falling into a Boards and Commissions budget line. Those were: $30,000.00 for a Comprehensive Land Use Plan Consultant resulting in an online document; $30,000.00 to Home, Inc. for both 2019 and 2020 for their Glen Cottages project support request, and $20,000.00 for a Glass Farm pre-development study.

Bates responded to a comment made by MacQueen, stating that the funding for a "detailed study" of the Glass Farm, including geotechnical assessment, could come out of a professional services line, and so would not have to derive from an affordable housing fund, should one be created.

Housh commented that the requested $30,000.00 for a Comprehensive Plan consultant should come out of the Economic Development fund.

Kreeger reviewed her proposal for $30,000.00 for a Police Department consultant. She stated that this is presented as a placeholder for an outside professional to be able to come in and assess the efficacy of the YSPD on all fronts, from size and community perception to relationships and policies.

She stated that she wants the funds available in the event that Council deems such an assessment necessary.

Housh clarified that legal fees will be budgeted in the amount of the retainer, which is $57,000, with an additional $30,000.00 for situations not covered by the retainer, the spending of which would be approved by Council except in emergency circumstances for which the President could make the decision.

Harris noted that a total of $15,000.00 for a prosecutor (Mayor's Court), $60,000 for a legal services retainer (Village Manager) and $30,000.00 for outside-retainer costs (Council) was budgeted.

Housh noted Public Entities Pool as a legal option for the Village and stressed the need keep legal costs in line.

Conard stated that a project management approach, with careful agenda planning, should result in a manageable legal budget.

Housh commented that Council should invest taxpayer dollars on projects that benefit them rather than keep them in reserve, and asked that any amount over and above the four-month reserve be placed into Capital Improvements (CI).

Harris stated that she had kept just over four months of operating funds in each Enterprise Fund, but had moved the remainder into a CI fund for each specific fund.

Bates stated that she wants to check with Burns before the budget is finalized, and noted that funds cannot be moved back from a CI fund into the General Fund.

Housh stressed that funds should be spent on current projects that benefit current taxpayers.

Housh stated that Council has identified several capital improvements to buildings that house Village organizations. He noted that Council has asked that these entities provide some of the funds needed to stay operational, noting the repair and improvements needed to the Pottery Shop and the request that John Bryan Community Pottery come up with half of the amount needed to enact the repairs.

Housh noted the ball fields as another need, in the amount of about $12,000.00 annually.

Housh stated that the Village should be "expecting to see some revenue and support" from these organizations, and would reassess next year.

Housh MOVED that Council support his recommendations regarding the Electric (sic) Fund, the pottery shop and ballfields and legal services. Hempfling SECONDED and the MOTION PASSED 5-0 on a voice vote.

Kreeger clarified that Bates will discuss the Electric and other enterprise funds with Burns and this will be reflected in the final budget.

Housh asked that Council move forward with an Affordable Housing budget line. Kreeger SECONDED. This passed informally, with all but MacQueen voting in favor.

Council asked that $20,000.00 be placed in the Manager's Professional Services line for the Glass Farm geotechnical work.

MacQueen MOVED to reserve $30,000.00 in the 2019 budget for the Home, Inc. request for their Glen Cottages project, and to commit to another $30,000.00 for the same project for 2020. Stokes SECONDED.

Kreeger received clarification that Council cannot set aside funds for 2020. These would have to be re-appropriated for 2020 in the next budget cycle.

Bates cautioned Council against making a two-year commitment, given the tightness of the budget and the fact that it would be tighter in 2020.

Hempfling stated that the project would bring funds to the Village eventually and should be taken advantage of.

Kreeger stated that she does not see another project in the near future that will bring housing. She noted the need to address infrastructure as well.

Housh commented that the partnership needs to be formalized with Home, Inc, and tied to his decision, he said, is that formalization of a partnership relationship.

The allocation was agreed upon by an informal 5-0 vote.

Kreeger MOVED to allocate $30,000.00 for professional services for an assessment of the Police Department.

MacQueen stated that the issue of trust is paramount, and that an outside group might be best able to examine what actions could improve police-citizen relations.

Hempfling cautioned against rushing the process, given that changes are still taking place.

Kreeger voiced that there is an immediate need to address trust issues.

The MOTION PASSED 5-0 on an informal vote.

Housh MOVED that the $30,000.00 requested for a Comprehensive Plan consultant be taken out of the Economic Development Fund. This motion passed 5-0 on an informal vote.

Emily Seibel Executive Director of Home, Inc. stated that the organization has made a commitment to obtaining funding to assist in the engineering studies for the Glass Farm.

OLD BUSINESS

Update on Yellow Springs Designated Community Improvement Corporation. Kreeger summarized the reasons for forming a DCIC for the Village, reviewing the proposed makeup of the Board as follows:

- Two representatives of the Village of Yellow Springs, appointed by the Village (2 elected Council members);
- One Miami Township Trustee, appointed by the MTT;
- One Yellow Springs Exempted School District Board Member, appointed by the YSESD Board;
- One representative from the Chamber of Commerce;
- One representative from Antioch College;
- One representative from the Yellow Springs Community Foundation;
- Four at-large members from business and non-profit organizations that support economic and community development and bring skills or expertise to bear on the success of the Corporation.

Kreeger then noted the potential functions of the DCIC, as follows:

1. Administer the Revolving Loan Fund, grant programs, and other assets
2. Market the CBE and promote Yellow Springs as a business location
3. Invest and/or fund new infrastructure projects
4. Provide assistance to advance the economic, community, and civic development of Yellow Springs
5. Fund residential and commercial development
6. Function as a land bank

Kreeger stated that the hope is to convene the proposed group in December. She iterated the need for a collaborative effort and joint strategic planning among these currently disparate entities to create more opportunity and assessment of impact. She stated that filing of the 501(C)(3) paperwork should happen as soon as possible so that the group can begin to operate.

Housh stated that while Council has initiated the DCIC, the momentum from this point forward is intended to be fully collaborative.

Draft Village Manager Search Timeline. Housh noted that the response to the RFQs had been somewhat limited, and stated that, after speaking with Bates and the Clerk, the process could be conducted internally. Housh noted that there are several areas in which the search would need outside support, including background and social media checks as well as graphic design for the position/community profile.

Housh stated his belief that the more control Council has over the process, the more likely it is that a diverse pool will be fully considered.

Council discussed the proposed process, and agreed that they would participate as they had indicated in a prior meeting. Housh agreed to re-send those assignments, and to initiate the process by refining the advertising document and contacting a local design provider.

Housh expressed confidence in the position statement.

The Clerk asked that MacQueen's suggestion that Hempfling remain on Council for an additional month be moved up to occur prior to the Open Seat Presentations.

Council discussed the suggestion briefly, and reached the conclusion that any viable candidate would be aware of their limitations and aware of how they need to be informed, and that there was no need to retain Hempfling past her stated date of resignation.

Open Council Seat Presentations from Candidates. Housh prefaced the presentations by clarifying an earlier statement which was mis-quoted in the YS News. Housh said categorically that he had not stated that he would preference a young candidate, but rather had stated that this was an opportunity to appoint someone to assure that the perspectives and interests of younger citizens are considered.

Each candidate presented, in the following order: Dan Reyes; Gerry Simms; Dino Pallotta; Kineta Sanford; Leo Brandon; Andrea Carr.

NEW BUSINESS

Brief Introduction of Resolution Establishing a Welcoming Community. MacQueen asked that this resolution be brought to the following meeting. She asked how the resolution should be titled and how to address some of the language contained in the draft. MacQueen advised against naming the Village a sanctuary village, and noted that she will continue work on the matter.

Bates pointed out that immigration status would not be brought up by the YS Police Department during a traffic stop.

Housh asked for information from the Solicitor regarding any potential legal exposure.

Council Evaluation of Direct Reports. Housh received agreement from Stokes that he will work with Housh on the direct report evaluations.

Revolving Loan Fund Proposal. Housh noted that the Village has received several requests for loans through the RLF, and asked whether, prior to the DCIC being established as the reviewing body, Council could temporarily act in that capacity.

Kreeger stated that she is committed to the RLF being used to engage members of the DCIC, and stated that it is important that enough money be retained to serve this purpose. She suggested either a cap on the total loans, or setting aside the funding amount for the DCIC.

Housh agreed to this caveat.

MacQueen suggested setting aside $10,000.00, and this was generally agreed-upon.

MANAGER'S REPORT

Bates noted that she had been asked to explain a concern expressed at a previous meeting that inaccurate information had been presented regarding a taser incident on October 13, 2018.

Bates explained that there were, in fact, three activations of the taser. Two of these were attempts to subdue the suspect. The third was an arc test of the taser to make sure it was operating properly, as it seemingly had no effect in helping to subdue the person. This arc test also shows as a "trigger," or activation, on the Taser Company report. Further, a later examination of the person's back indicated no marks or abrasions, which would have been evident, had contact been made through the clothing.

Kreeger questioned the incident as a whole.

Bates responded that she had not been asked to review the incident as a whole but only to address the taser use, which, she stated, falls within the taser use guidelines mandated by Council.

Housh asked for a report on the scenario-based training scheduled for the Police Department.

Bates noted that she will be letting the leases for Village farmland again, and noted that minimal and organic pesticides when available be used will be stated in the lease agreements.

SOLICITOR'S REPORT

There was no Solicitor's report.

CLERK'S REPORT

There was no verbal Clerk Report.

BOARD AND COMMISSION REPORTS

Stokes NOMINATED Mark Ewald to the Energy Board. Hempfling SECONDED, and the MOTION PASSED 5-0 on a voice vote.

Hempfling reported that she had communicated Council's request regarding commissions adding capacity rather than adding to staff workload to Energy Board, and they are considering this request.

MacQueen noted that the Housing Advisory Board will be ready to present a year-end report and goals to Council at their next meeting.

MacQueen asked that Council expedite increasing the makeup of PC members, since they are one person short presently.

Kreeger reported that the ESC is working on a SWOT analysis for the CBE land.

ACC notes included near completion of the Jungle Mural, with a ribbon cutting at the Emporium and VIDA award presentation set for December 12 at 5pm. Kreeger noted upcoming banners featuring notable women in Yellow Springs history, which is a High School PBL project.

FUTURE AGENDA ITEMS

Dec. 3:
Second Reading and Public Hearing of Ordinance 2018-49 Establishing a Yellow Springs Community Improvement Corporation
Emergency Reading of Ordinance 2018-50 Approving the 2019 Budget for the Village of Yellow Springs and Declaring an Emergency
Resolution re: Welcoming Community
Active Transportation Plan
Draft Village Manager Search Brochure
Council Direct Report Evaluation Process

Dec. 17:
Second Reading and Public Hearing of Ordinance 2018-50 Approving the 2019 Budget for the Village of Yellow Springs and Declaring an Emergency
Second Reading and Public Hearing of Ordinance 2018-51 Approving Creation of a Fund for the Furtherance of Affordable Housing in the Village of Yellow Springs
Emergency Reading of Ordinance 2018-52 Approving a Supplemental Appropriation for the Third Quarter of 2018
Reading of Resolution 2018-42 Adjusting Village Employee Wage Scales
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Council's 2019 Draft Goals
Housing Advisory Board End-of-Year Review

Jan. 7:
First Reading of Ordinance 2019-01 Authorizing the Sale During Calendar Year 2018 of Municipally Owned Personal Property which Is Not Needed for Public Use, or Which is Obsolete or Unfit for the Use for which it was Acquired, by Internet Auction, Pursuant to Ohio Revised Code Section 721.15(D)
Transient Guest Lodging Discussion
Report on Scenario-Based Training
ESC Annual Report
ACC Annual report

EXECUTIVE SESSION

At 10:25pm, Kreeger MOVED to ENTER EXECUTIVE SESSION for the purpose of the evaluation of the qualifications of Council Candidates. Stokes SECONDED, and the MOTION PASSED 5-0 ON A ROLL CALL VOTE.

At 10:49pm Kreeger MOVED and MacQueen SECONDED a MOTION TO EXIT EXECUTIVE SESSION. The MOTION PASSED 5-0 ON A VOICE VOTE.

REGULAR SESSION, RESUMED

Housh thanked all candidates for their participation in the process.

Housh nominated Kineta Sanford for the Council Seat. Hempfling SECONDED, and the MOTION PASSED 5-0 on a ROLL CALL VOTE.

Housh noted Sanford's commitment to engagement as a key factor in Council's decision.

ADJOURNMENT

At 10:53pm, Kreeger MOVED and Housh SECONDED a MOTION TO ADJOURN. The MOTION PASSED 5-0 ON A VOICE VOTE.

Please note: These notes are not verbatim. A DVD copy of the meeting is available for viewing in the Clerk of Council's office between 9am and 3pm Monday through Friday or any time via youtube link from the Village website:

_____
Brian Housh, Council President

_____
Attest: Judy Kintner, Clerk of Council

VILLAGE OF YELLOW SPRINGS, OHIO
ORDINANCE 2018-49

ENACTING A NEW CHAPTER 290 ENTITLED JUSTICE SYSTEM COMMISSION OF TITLE EIGHT BOARDS AND COMMISSIONS OF PART TWO ADMINISTRATION CODE OF THE CODIFIED ORDINANCES OF THE VILLAGE OF YELLOW SPRINGS, OHIO

Whereas, Village officials have undertaken a review of the roles and responsibilities of the Justice System Task Force; which was created in 2016 to "review and update the Village Justice System"; and,

Whereas, it is Village Council's intent to codify its continued commitment to ongoing review and research of best practices for a fair, responsive and forward thinking Village justice system; and,

Whereas, Village Council recognizes the importance of gathering and considering the experiences, insights and professional opinion of those employees tasked with communicating and carrying out policy respective to enforcement and justice in the Village, as well as that of qualified and committed citizens,

NOW, THEREFORE, COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS, OHIO HEREBY ORDAINS THAT:

Section 1. A new Chapter 290 *Justice System Commission* of Title Eight *Boards and Commissions* of Part Two *Administration Code* of the Codified Ordinances of the Village of Yellow Springs, is hereby enacted, to read as set forth in Exhibit A, which is attached hereto and incorporated herein.

Section 2. This ordinance shall take effect and be in full force at the earliest date permitted by law.

_____
Brian Housh, President of Council

Passed:

Attest: _____
Judy Kintner, Clerk of Council

ROLL CALL

Brian Housh ___ Marianne MacQueen ____ Judith Hempfling ____

Kevin Stokes___ Lisa Kreeger___

Exhibit A to Ordinance 2018-49

CHAPTER 290 Justice System Commission

290.01 Establishment and Purpose.

290.02 Membership and Procedure.

290.03 Powers and Duties.

290.04 Reports.

290.05 Compensation.

CROSS REFERENCES ***Power of Council to establish - see CHTR. § 17***

290.01 ESTABLISHMENT AND PURPOSE.

There is hereby established in and for the Village a Commission, which shall be known as the Justice System Commission. This Commission will assist Village Council and the Mayor in overseeing the Yellow Springs justice system and its efforts to preserve the safety of all persons in the Village, to provide respectful service in the interest of victims, to uphold civil liberties, to be proactively anti-racist and to fight the criminalization of poverty and mental illness. The Commission shall provide capacity regarding research on best practices, data analysis regarding current and future practices and their impacts, and other activities as directed by Village Council to support its justice system goals.

290.02 MEMBERSHIP AND PROCEDURE.

(a) The Justice System Commission will consist of five to seven members who are appointed by Council subsequent to submitting a letter of interest and resume and being interviewed and recommended by two Council members.

(b) One member shall be a Council Liaison, appointed to serve at the pleasure of Council, charged with coordinating Commission activities in line with Village goals and objectives and ensuring communication between Council and the Commission. The other members shall be appointed for three-year terms. At the outset, some members shall be assigned two-year terms, and some members shall be assigned three-year terms, after which all terms shall be three years in duration. Members shall serve until their successor is appointed by Council or they are no longer eligible to serve.

(c) Up to two members can be at-large members if there are no qualified Village resident candidates or there are other compelling reasons in line with the purpose of the Justice System Commission. However, the Justice System Commission will consist of a majority of Village residents, and non-resident members should only be appointed in exceptional circumstances.

(d) Each member of the Justice System Commission shall demonstrate experience, expertise and/or education that is relevant to the purpose, powers and duties of the Commission. The members of the Justice System Commission shall be as broadly representative of the residents of

the Village as possible. The Chief of Police or their appointee, a representative from the Mayor's office, and a representative appointed by the Village Manager will serve as ex officio members.

(e) The Justice System Commission shall annually select a Chair, Vice-Chair and Secretary. Except in unusual circumstances, the Council Liaison will not serve as an officer. The Chair with the Commission creates the agenda at the end of each meeting. The Chair leads the meeting. The Vice-Chair fills in for the Chair in their absence and takes on other responsibilities as appropriate. The Secretary is responsible for taking minutes and sending them to the Clerk of Council in a timely manner after approval.

(f) Generally, a Commission member shall serve no more than two full consecutive terms. However, Council may determine in certain situations that extending a Commission member's term is appropriate. In the event of the death or resignation of any member, a successor shall be appointed by Council to serve for the unexpired period of the term for which such member has been appointed.

(g) Council is authorized to appoint up to two alternate members to serve on the Justice System Commission. An alternate member shall be selected for a term of two years and shall be a resident of the Village. Alternate members are encouraged to attend Justice System Commission meetings, whether or not they are serving as a member of the Commission at that meeting. However, there is no requirement that an alternate member attend meetings at which they are not asked to serve as a Justice System Commission member. In any event, no alternate member shall cast a vote on a matter that was heard, in part or in full, at a prior meeting that the alternate member did not attend. If an alternate member is present as a Justice System Commission member and a vote is to be taken on a matter for which the alternate member was not present during part or all of the hearing on the matter, the alternate member shall not be considered as part of the quorum for purposes of determining a majority of the quorum of the Justice System Commission in deciding votes for and against matters. An alternate may apply to be a Commission member if a seat becomes open in the manner outlined in 290.02 (a).

(h) A majority of current Justice System Commission members shall constitute a quorum, and the concurring vote of a majority shall be necessary to take any action authorized by the Code.

(i) The Justice System Commission will have available to it through the Clerk of Council's office, without cost to its members, those things necessary to carry out its charge, such as a meeting room, copying/printing and postage. Any other expenditure of funds must be approved by Council.

290.03 POWERS AND DUTIES.

The Justice System Commission shall:

(a) Make recommendations to Village Council for policies and priorities that align the practices of the Yellow Springs Police Department (YSPD) and the Mayor's Court with community values. As a part of diligent recommendation development, the commission should:

(i) Research current policies and practices prior to developing any recommendation.

(ii) Describe how the proposed recommendation would affect current policies and procedures.

(iii) Consider input from staff, including legal and practical concerns regarding the recommendation prior to coming to Council;

(b) Work to educate itself and the community on current Village practices, the effects of those practices and who is affected as well as research best practices and learn about the community's concerns and priorities regarding security and justice;

(c) With the approval of Council, initiate public education activities related to its purpose;

(d) Conduct an annual planning process, which will include adopting rules and procedures (or otherwise following *Robert's Rules of Order*) necessary for the Commission's proper function and consistent with the Village Charter and Ohio Sunshine Laws, that results in priorities and work plans describing the Commission's intended focuses and activities for review by Council and filed with the Clerk of Council; the Commission shall also update its work plans throughout the year prior to working on new policy recommendations or significant research projects for review by Council and filed with the Clerk of Council;

(e) Keep minutes of its proceedings that reflect the actions of the Justice System Commission, the reasoning behind those recommendations, and the vote of each member upon each question or, if absent or failing to vote, indicating as such. Minutes and the records of all official actions shall be approved and filed with the Clerk of Council and kept as a public record;

(f) Hold regular public meetings that are properly announced and provide a list of agenda items to the Clerk of Council a week before a regular meeting, which is available to interested citizens;

(g) Facilitate connections between organizations in the Village engaged in justice issues and trends, and maintain a list of such organizations and contact information;

(h) Carry out such other duties as may be assigned to it by Council.

290.04 REPORTS.

The Justice System Commission shall submit an Annual Report to Council concerning the activities and work of the Commission and from time to time shall submit such reports and recommendations as may be necessary to fulfill the purposes of this Chapter.

290.05 COMPENSATION.

The members of the Justice System Commission shall receive no compensation for their services as members thereof.

ORDINANCE NO. 2018-50

APPROVING THE 2019 ANNUAL APPROPRIATIONS AND DECLARING AN EMERGENCY
VILLAGE OF YELLOW SPRINGS, OHIO

WHERE AS, this ordinance is adopted to make appropriations for expenses and other expenditures of the Village of Yellow Springs, State of Ohio, during the fiscal year ending December 31, 2019,

NOW, THEREFORE, COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS, OHIO, HEREBY ORDAINS THAT:

Section 1. To provide for expenses and other expenditures of the said Village of Yellow Springs during the fiscal year ending December 31, 2019, the following sums are hereby set aside and appropriated as follows:

Section 2. That there be appropriated from the **GENERAL FUND**:

	Council Total	**$**	**309,250**
	Personal Services		*145,100*
	Mayor Total	**$**	**60,700**
	Personal Services		*36,100*
	Administration Total	**$**	**467,500**
	Personal Services		*229,000*
	Auditor	**$**	**30,000**
	Rental Property	**$**	**67,700**
	Library	**$**	**7,500**
	Cable	**$**	**32,000**
	Personal Services		23,200
	Council Commissions	**$**	**25,000**
	Public Safety Total	**$**	**1,589,985**
	Personal Services		*1,335,835*
	Planning Total	**$**	**135,000**
	Personal Services		*114,200*
	Mediation	**$**	**9,125**
	Transfers	**$**	**1,160,000**
TOTAL GENERAL FUND APPROPRIATIONS		**$**	**3,893,760**

Section 3. That there be appropriated from the following **SPECIAL REVENUE FUNDS**:

202	**Street Maintenance & Repair Total**	**$**	**771,695**
	Streets		**771,695**
	Personal Services		*217,750*
204	**Parks and Recreation Fund Total**	**$**	**594,370**
	Parks Total		**225,370**
	Personal Services		*59,200*
	Pool Total		**103,200**
	Personal Services		64,700
	Bryan Center Total		**258,800**
	Personal Services		*134,800*
	Bryan Youth Center Total		**7,000**
205	**Economic Development Fund**	**$**	**82,084**
210	**Mayor's Court Computer Fund**	**$**	**2,200**
213	**Coat & Supply Fund**	**$**	**4,000**
216	**State Law Enforcement Trust Fund**	**$**	**29,500**
220	**Utility Round Up Fund**	**$**	**15,000**
903	**Police Pension Fund Total**	**$**	**125,450**
	Personal Services		125,000
TOTAL SPECIAL REVENUE FUND APPROPRIATIONS		**$**	**1,624,299**

Section 4. That there be appropriated from the **CAPITAL PROJECT FUNDS**:

303	**Water - Capital Fund**	**$**	**111,500**
304	**Sewer Capital Improvement Fund**	**$**	**262,750**
305	**Electric Capital Improvement Fund**	**$**	**203,000**
307	**Facilities Capital Improvement Fund**	**$**	**40,000**
TOTAL CAPITAL PROJECT FUND APPROPRIATIONS		**$**	**617,250**

Section 5. That there be appropriated from the **ENTERPRISE FUNDS**:

601	**Electric Fund Total**	**$**	**5,369,700**
	Personal Services		*491,650*
610	**Water Fund Total**	**$**	**1,361,152**
	Water Distribution Total		**560,402**
	Personal Services		*310,000*
	Water Treatment Total		**800,750**
	Personal Services		*206,200*
620	**Sewer Fund Total**	**$**	**1,208,078**
	Sewer Collection		**502,900**
	Personal Services		*273,950*
	Sewer Treatment		**705,178**
	Personal Services		*206,700*
630	**Solid Waste Fund**	**$**	**280,300**
TOTAL ENTERPRISE FUND APPROPRIATIONS		**$**	**8,219,230**

Section 6. That the appropriation from the Total Fund Budget is as follows:

GRAND TOTAL APPROPRIATIONS ALL FUNDS	**$**	**14,354,539**

Section 7. The Finance Director and the Village Manager are hereby authorized to draw warrants on the Village Treasury for payments from any of the foregoing appropriations upon receiving proper certificates and vouchers therefore, approved by an ordinance of Council to make the expenditures; provided that no warrants shall be drawn or paid for salaries or wages except to persons employed by authority of and in accordance with such ordinance.

Section 8. This ordinance is hereby declared to be an emergency measure immediately necessary to preserve the public interest and for the health, safety and welfare of the citizens of the Village, wherefore, this ordinance shall be in effect immediately upon its adoption by Council.

Brian Housh, President

Passed:

Attest:

Judy Kintner. Clerk of Council

ROLL CALL:

Brian Housh _____
Marianne MacQueen _____
Kevin Stokes _____
Lisa Kreeger _____
Kineta Sanford

2019 ENTERPRISE FUNDS B

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
ELECTRIC FUND		**BEGINNING FUND BALANCES**	**G FUND BALANCE**	**$ 2,567,130**	**$ 2,757,559**	
REVENUE	$ 3,154,922	$ 3,138,434	$ 3,460,750	$ 3,714,000	$ 4,447,700	
EXPENDITURES	$ 3,077,515	$ 3,756,225	$ 3,391,247	$ 3,523,571	$ 5,369,700	
REVENUE OVER/(UNDER) EXPENSES	$ 77,407	$ (617,791)	$ 69,503	$ 190,429	$ (922,000)	Cap. Impr $183,000
	PROJECTED YEAR END FUND BALANCES		**D FUND BALANCES**	**$ 2,757,559**	**$ 1,835,559**	**Reserve $ 1,517,567**
WATER FUND		**BEGINNING FUND BALANCES**	**G FUND BALANCE**	**$ 581,856**	**$ 830,191**	
REVENUE	$ 1,341,824	$ 829,011	$ 974,361	$ 1,248,924	$ 1,190,000	
EXPENDITURES	$ 431,327	$ 713,413	$ 829,785	$ 1,000,589	$ 1,361,152	
REVENUE OVER/(UNDER) EXPENSES	$ 51,829	$ 115,598	$ 144,576	$ 248,335	$ (171,152)	Cap. Impr. $111,500
	PROJECTED YEAR END FUND BALANCES		**D FUND BALANCES**	**$ 830,191**	**$ 659,039**	**Reserve $ 440,884**
SEWER FUND		**BEGINNING FUND BALANCES**	**G FUND BALANCE**	**$ 654,160**	**$ 821,008**	
REVENUE	$ 814,222	$ 888,079	$ 963,758	$ 1,135,547	$ 1,207,000	
EXPENDITURES	$ 768,817	$ 724,992	$ 880,169	$ 968,699	$ 1,208,078	
REVENUE OVER/(UNDER) EXPENSES	$ 45,405	$ 163,087	$ 83,589	$ 166,848	$ (1,078)	Cap. Impr. $262,750
	PROJECTED YEAR END FUND BALANCES		**D FUND BALANCES**	**$ 821,008**	**$ 819,930**	**Reserve $ 424,776**
SOLID WASTE FUND		**BEGINNING FUND BALANCES**	**G FUND BALANCE**	**$ 59,502**	**$ 61,802**	
REVENUE	$ 274,785	$ 269,256	$ 262,200	$ 272,600	$ 282,500	
EXPENDITURES	$ 257,455	$ 258,244	$ 262,200	$ 270,300	$ 280,300	
REVENUE OVER/(UNDER) EXPENSES	$ 17,330	$ 11,012	$ -	$ 2,300	$ 2,200	
	PROJECTED YEAR END FUND BALANCES		**D FUND BALANCES**	**$ 61,802**	**$ 64,002**	**Reserve $ 50,000**
TOTAL REVENUE ALL ENTERPRISE FU	**$ 5,585,753**	**$ 5,124,780**	**$ 5,661,069**	**$ 6,371,070**	**$ 7,127,200**	
TOTAL EXPENSES ALL ENTERPRISE FU	**$ 4,535,114**	**$ 5,452,874**	**$ 5,363,401**	**$ 5,763,159**	**$ 8,219,230**	
TOTAL REVENUE OVER/(UNDER) EXP	**$ 191,971**	**$ (328,094)**	**$ 297,668**	**$ 607,912**	**$ (1,092,030)**	
ENTERPRISE FUND DETAIL:						
ELECTRIC FUND						
REVENUE:						
601- STATE GRANT	$ 40,000	$ -		$ -	$ -	
INTERGOVERNMENTAL AID, GRANTS	**$ 40,000**	**$ -**	**$ -**	**$ -**	**$ -**	
601- CONSUMER FEES	$ 3,020,994	$ 3,059,240	$ 3,454,000	$ 3,700,000	$ 4,434,000	$1 @ Home & Cresco
601- TURN ON FEES	$ 2,780	$ 80	$ 1,000	$ -	$ -	
CHARGES FOR SERVICES	**$ 3,023,774**	**$ 3,059,320**	**$ 3,455,000**	**$ 3,700,000**	**$ 4,434,000**	
601- POLE RENTAL	$ -	$ -	$ -	$ 10,000	$ 10,000	
601- ANTHEM-EMPLOYEE SHARE	$ 8,773	$ -	$ -	$ -	$ -	
601- REIMBURSEMENTS	$ 9,088	$ 9,659	$ 4,000	$ 3,500	$ 2,500	
601- MISCELLANEOUS	$ 914	$ -	$ 750	$ 300	$ 200	
601- BAD CHECK FEE	$ 396	$ 361	$ 500	$ 200	$ 500	
601- SALE OF SCRAP	$ 1,962	$ -	$ 500	$ -	$ 500	
601- DELTA DENTAL	$ 577	$ -	$ -	$ -	$ -	
MISC RECEIPTS & REIMBURSEMENTS	**$ 21,710**	**$ 10,020**	**$ 5,750**	**$ 14,000**	**$ 13,700**	
601- TRANSFER IN	$ -	$ -	$ -	$ -	$ -	
601- PROCEEDS OF NOTES	$ -	$ -	$ -	$ -	$ -	
601- ADVANCES IN	$ 69,438	$ 69,094		$ -	$ -	
INTERFUND TRANSFERS	**$ 69,438**	**$ 69,094**	**$ -**	**$ -**	**$ -**	
TOTAL ELECTRIC REVENUE	**$ 3,154,922**	**$ 3,138,434**	**$ 3,460,750**	**$ 3,714,000**	**$ 4,447,700**	

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
EXPENDITURES:						
601· WAGES	$ 261,129	$ 278,300	$ 274,452	$ 285,430	$ 300,100	4% & Shared Mgr Retire
601· OVERTIME	$ 2,570	$ 2,477	$ 8,000	$ 8,000	$ 5,000	
601· PART-TIME	$ 18,736	$ 19,129	$ 20,000	$ 28,000	$ 5,000	
601· PENSION	$ 39,175	$ 41,341	$ 42,000	$ 43,000	$ 45,000	
601· HEALTH INSURANCE	$ 76,000	$ 72,300	$ 79,000	$ 82,000	$ 110,000	
601· LIFE INSURANCE	$ 650	$ -	$ 750	$ 850	$ 850	
601· WORKERS COMPENSATION	$ 2,969	$ 657	$ 8,500	$ 8,500	$ 8,500	
601· DENTAL INSURANCE	$ 3,855	$ 5,046	$ 3,500	$ 3,500	$ 6,000	
601· UNIFORMS	$ 1,152	$ 2,924	$ 3,000	$ 3,000	$ 2,500	
601· UNIFORMS - FR	$ 3,678	$ 745	$ 5,000	$ 5,000	$ 4,000	
601· MEDICARE	$ 3,899	$ 5,130	$ 4,241	$ 4,500	$ 4,500	
601· OTHER PERSONAL SERVICES	$ -	$ 4,117	$ 250	$ 250	$ -	
601· PRE-EMPLOYMENT PHYSICALS	$ 16	$ 208	$ -	$ -	$ 100	
601· WELLNESS ACTIVITIES	$ -	$ -	$ 150	$ 150	$ -	
601· UNEMPLOYMENT COMPENSATION	$ -	$ -	$ -	$ -	$ -	
601· RECRUITMENT & TESTING	$ -	$ 14	$ -	$ -	$ 100	
1 PERSONNEL SERVICES	**$ 413,829**	**$ 432,388**	**$ 448,843**	**$ 472,180**	**$ 491,650**	
601· TRAVEL & TRAINING	$ 3,399	$ 2,173	$ 8,000	$ 8,000	$ 5,000	
2 GENERAL OPERATING EXPENSES	**$ 3,399**	**$ 2,173**	**$ 8,000**	**$ 8,000**	**$ 5,000**	
601· OTHER CONTRACTUAL SERVICE	$ -	$ -	$ -	$ -	$ -	
601· UTILITIES	$ -	$ -	$ -	$ -	$ -	
601· RENTS & LEASES	$ 1,296	$ 6,283	$ 2,000	$ 2,000	$ 2,000	
601· PROFESSIONAL SERVICES	$ 65,571	$ 123,982	$ 85,000	$ 85,000	$ 60,000	
601· INSURANCE	$ 14,519	$ 14,581	$ 20,000	$ 20,000	$ 20,000	
601· MAINTENANCE OF EQUIPMENT	$ 6,900	$ 9,274	$ 9,000	$ 9,000	$ 8,000	
601· POSTAGE	$ 5,260	$ 3,986	$ 5,000	$ 5,000	$ 4,000	
601· MEMBERSHIPS	$ 2,233	$ 2,158	$ 3,000	$ 3,000	$ 3,000	
601· POWER COST (AMP-OHIO/DP&L)	$ 1,956,161	$ 2,286,357	$ 2,433,513	$ 2,545,400	$ 3,400,000	
601· TREE TRIM/LINE CLEAR/LAND	$ 99,725	$ 106,363	$ 100,000	$ 100,000	$ 150,000	
601· SOLID WASTE	$ 35	$ 385	$ 400	$ 500	$ 500	
601· ELECTRIC	$ 2,072	$ 1,989	$ 2,200	$ 3,500	$ 4,000	
601· WATER	$ -	$ -	$ -	$ -	$ -	
601· SEWER	$ -	$ -	$ -	$ -	$ -	
601· TELEPHONE	$ 4,630	$ 5,203	$ 5,000	$ 7,000	$ 7,000	
601· MAINTENANCE OF FACILITY	$ 1,377	$ 1,588	$ 3,000	$ 10,000	$ 15,000	
601· PRINTING	$ 1,065	$ -	$ 1,400	$ 1,400	$ 800	
601· ADVERTISING	$ 638	$ 199	$ 1,000	$ 1,000	$ 1,000	
601· VEHICLE MAINTENANCE	$ 628	$ 2,292	$ 6,000	$ 6,000	$ 3,000	
601· LICENSE & PERMITS	$ 223	$ 187	$ 150	$ 150	$ 250	
601· NATURAL GAS	$ 1,074	$ 639	$ 2,500	$ 1,500	$ 1,500	
601· HARDWARE/SOFTWARE MAINTEN	$ 10,022	$ 16,765	$ 23,250	$ 17,500	$ 18,000	Windows 10 Upgrades
601· JV2 ISSUANCE COSTS & POWE	$ 29,572	$ 55,489	$ 40,000	$ 55,000	$ 60,000	Additional Power Supplier
3 CONTRACTUAL SERVICES	**$ 2,203,001**	**$ 2,637,720**	**$ 2,742,413**	**$ 2,872,950**	**$ 3,758,050**	
601· OFFICE SUPPLIES	$ 427	$ 142	$ 1,000	$ 1,000	$ 500	
601· OPERATING SUPPLIES	$ 145,600	$ 70,719	$ 80,000	$ 60,000	$ 45,000	
601· VEHICLE PARTS	$ -	$ -	$ 500	$ 1,000	$ 1,000	
601· BOOKS & PUBLICATIONS	$ 12	$ 12	$ -	$ -	$ -	
601· SERVICE CHARGES	$ 873	$ 1,630	$ 1,600	$ 2,750	$ 2,500	
601· OFFICE EQUIPMENT	$ 3,335	$ -	$ -	$ -	$ -	
601· FUEL	$ 3,370	$ 3,106	$ 5,000	$ 3,500	$ 3,500	
601· TOOLS	$ 935	$ -	$ 1,300	$ 1,300	$ 1,000	

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
601- SPECIAL EVENTS	$ -	$ -	$ 50	$ 50	$ -	
601- SAFETY EQUIPMENT	$ 863	$ 2,511	$ 2,500	$ 4,000	$ 3,500	
4 MATERIALS & SUPPLIES	**$ 155,415**	**$ 78,120**	**$ 91,950**	**$ 73,600**	**$ 57,000**	
601- LAND & BUILDINGS	$ -	$ -	$ -	$ -	$ -	
601- CAPITAL EQUIPMENT	$ 245,760	$ -	$ -	$ -		#305 CAPITAL PROJECTS
601- PUBLIC WORKS	$ -	$ 61,247	$ -	$ -		3305 CAPITAL PROJECTS
601- JV-2 WORKING CAPITAL	$ -	$ -	$ -	$ -	$ -	
5 CAPITAL	**$ 245,760**	**$ 61,247**	**$ -**	**$ -**	**$ -**	
601- DEBT SERVICE	$ 32,372	$ 32,372	$ 35,005	$ 36,122	$ -	
601- INTEREST	$ 5,468	$ 5,468	$ 2,836	$ 1,719	$ -	
				$ -		
6 DEBT SERVICE	**$ 37,840**	**$ 37,840**	**$ 37,841**	**$ 37,841**	**$ -**	
601- KWH TAX - TO STATE OF OHI	$ 4,425	$ 3,181	$ 4,000	$ 4,000	$ 5,500	
601- MISCELLANEOUS	$ 13,846	$ 3,556	$ 8,200	$ 5,000	$ 2,500	
7 MISCELLANEOUS	**$ 18,271**	**$ 6,737**	**$ 12,200**	**$ 9,000**	**$ 8,000**	
601- TRANSFERS	$ -	$ 500,000	$ 50,000	$ 50,000	$ 1,050,000	Moved Bal. Over Min. Reserve
9 TRANSFERS	**$ -**	**$ 500,000**	**$ 50,000**	**$ 50,000**	**$ 1,050,000**	
TOTAL ELECTRIC EXPEND.	**$ 3,077,515**	**$ 3,756,225**	**$ 3,391,247**	**$ 3,523,571**	**$ 5,369,700**	
REVENUE OVER/(UNDER) EXPEI	**$ 77,407**	**$ (617,791)**	**$ 69,503**	**$ 190,429**	**$ (922,000)**	
WATER FUND						
REVENUE:						
610- CONSUMER FEES	$ 660,765	$ 783,746	$ 973,461	$ 1,246,924	$ 1,185,000	2.9% Increase Included
610- TAPS	$ 1,625	$ 1,525	$ 900	$ 2,000	$ 5,000	
CHARGES FOR SERVICES	**$ 662,390**	**$ 785,271**	**$ 974,361**	**$ 1,248,924**	**$ 1,190,000**	
610- SALE OF PROPERTY	$ 4,520	$ 43,740	$ -	$ -	$ -	
610- REIMBURSEMENTS	$ 447,841	$ -	$ -	$ -	$ -	
610- MISCELLANEOUS REVENUE	$ 2,073	$ -	$ -	$ -	$ -	
MISC RECEIPTS & REIMBURSEMENTS	**$ 454,434**	**$ 43,740**	**$ -**	**$ -**	**$ -**	
610- TRANSFERS IN	$ 225,000	$ -	$ -	$ -	$ -	
610- ADVANCES IN	$ -	$ -	$ -	$ -	$ -	
TRANSFERS	**$ 225,000**	**$ -**	**$ -**	**$ -**	**$ -**	
TOTAL WATER REVENUE	**$ 1,341,824**	**$ 829,011**	**$ 974,361**	**$ 1,248,924**	**$ 1,190,000**	
EXPENDITURES:						
# WATER DISTRIBUTION						
610- WAGES	$ 156,611	$ 167,405	$ 165,276	$ 171,887	$ 194,000	4% & shared Mgr Retire
610- OVERTIME	$ 1,219	$ 1,335	$ 5,000	$ 5,000	$ 500	
610- PART-TIME	$ 9,809	$ 6,376	$ 10,000	$ 10,400	$ 10,000	
610- PENSION	$ 24,937	$ 24,271	$ 25,000	$ 26,000	$ 30,000	
610- HEALTH INSURANCE	$ 41,913	$ 37,679	$ 42,000	$ 45,255	$ 62,000	
610- LIFE INSURANCE	$ 431	$ 404	$ 500	$ 520	$ 500	
610- WORKERS COMPENSATION	$ 1,839	$ 3,322	$ 6,500	$ 6,500	$ 5,200	
610- DENTAL INSURANCE	$ 2,604	$ 1,633	$ 2,500	$ 2,500	$ 3,000	
610- UNIFORMS	$ 537	$ 877	$ 1,500	$ 1,500	$ 1,500	
610- MEDICARE	$ 2,423	$ 2,402	$ 2,400	$ 2,500	$ 2,800	

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
610- OTHER PERSONAL SERVICES	$ -	$ 208	$ 250	$ 250	$ 250	
610- PRE-EMPLOYMENT PHYSICALS	$ 16	$ -	$ -	$ -	$ -	
610- WELLNESS ACTIVITIES	$ -	$ -	$ 150	$ 150	$ 150	
610- UNEMPLOYMENT COMPENSATION	$ -	$ -	$ -	$ -	$ -	
610- RECRUITMENT & TESTING	$ -	$ 13	$ -	$ -	$ 100	
1 PERSONNEL SERVICES	**$ 242,339**	**$ 245,925**	**$ 261,076**	**$ 272,462**	**$ 310,000**	
610- TRAVEL & TRAINING	$ 1,498	$ 823	$ 3,000	$ 3,000	$ 3,000	
2 GENERAL OPERATING EXPENSES	**$ 1,498**	**$ 823**	**$ 3,000**	**$ 3,000**	**$ 3,000**	
610- OTHER CONTRACTUAL SERVICE	$ -	$ -	$ -	$ -	$ -	
610- UTILITIES	$ -	$ -	$ -	$ -	$ -	
610- RENTS & LEASES	$ 2,282	$ 1,695	$ 3,000	$ 3,000	$ 2,500	
610- PROFESSIONAL SERVICES	$ 33,310	$ 10,632	$ 50,000	$ 30,000	$ 25,000	
610- INSURANCE	$ 5,808	$ 5,832	$ 6,500	$ 6,500	$ 6,500	
610- MAINTENANCE OF EQUIPMENT	$ 3,487	$ 908	$ 3,500	$ 3,500	$ 3,500	
610- POSTAGE	$ 5,359	$ 4,065	$ 6,000	$ 6,000	$ 5,500	
610- MEMBERSHIPS	$ 37	$ -	$ 200	$ 200	$ 300	
610- TREE TRIMMING/LINE CLEARI	$ -	$ -	$ -	$ -	$ -	
610- SOLID WASTE	$ 35	$ 385	$ 400	$ 500	$ 500	
610- ELECTRIC	$ 949	$ 744	$ 1,000	$ 1,000	$ 1,500	
610- WATER	$ -	$ -	$ -	$ -	$ -	
610- SEWER	$ -	$ -	$ 6,000	$ -	$ -	
610- TELEPHONE	$ 5,509	$ 6,472	$ 2,000	$ 7,200	$ 7,000	
610- MAINTENANCE OF FACILITY	$ 1,377	$ 634	$ 1,400	$ 1,400	$ 1,200	
610- PRINTING	$ 1,052	$ -	$ 200	$ 350	$ 400	
610- ADVERTISING	$ 294	$ 253	$ -	$ -	$ 200	
610- VEHICLE MAINTENANCE	$ 449	$ 3,087	$ 2,500	$ 2,500	$ 2,000	
610- LICENSE & PERMITS	$ 336	$ 143	$ 200	$ 200	$ 300	
610- NATURAL GAS	$ 1,074	$ 639	$ 1,200	$ 1,400	$ 1,200	
610- HARDWARE/SOFTWARE MAINTEN	$ 6,285	$ 10,099	$ 13,750	$ 12,000	$ 15,000	Window 10 Upgrades
610- LEGAL SERVICES	$ 209	$ 7,537	$ 5,000	$ 5,000	$ -	
3 CONTRACTUAL SERVICES	**$ 67,852**	**$ 53,125**	**$ 102,850**	**$ 80,750**	**$ 72,600**	
610- OFFICE SUPPLIES	$ 315	$ 15	$ 1,000	$ 500	$ 500	
610- OPERATING SUPPLIES	$ 34,090	$ 18,599	$ 30,000	$ 35,000	$ 35,000	
610- VEHICLE PARTS	$ -	$ -	$ -	$ -	$ -	
610- BOOKS & PUBLICATIONS	$ 12	$ 12	$ -	$ -	$ -	
610- SERVICE CHARGES	$ 873	$ 1,630	$ 500	$ 2,750	$ 2,000	
610- OFFICE EQUIPMENT	$ 1,965	$ -	$ -	$ -	$ -	
610- FUEL	$ 3,370	$ 3,094	$ 5,000	$ 4,000	$ 4,000	
610- TOOLS	$ 1,183	$ 287	$ 3,000	$ 3,000	$ 2,500	
610- SPECIAL EVENTS	$ -	$ -	$ 50	$ 50	$ -	
610- SAFETY EQUIPMENT	$ -	$ 7,387	$ 500	$ 500	$ 1,000	
4 MATERIALS & SUPPLIES	**$ 41,808**	**$ 31,024**	**$ 40,050**	**$ 45,800**	**$ 45,000**	
610- LAND AND BUILDINGS		$ -	$ -	$ -	$ -	
610- CAPITAL EQUIPMENT	$ 19,723	$ -	$ -	$ -	$ -	#303 CAPITAL PROJECTS
610- PUBLIC WORKS	$ 445,142	$ 42,963		$ -	$ -	#303 CAPITAL PROJECTS
5 CAPITAL	**$ 464,865**	**$ 42,963**	**$ -**	**$ -**	**$ -**	
610- DEBT SERVICE - PRINCIPAL (2 OWDA LOA	$ 27,718	$ 35,825	$ 45,298	$ 26,500	$ 27,302	
610- DEBT SERVICE - INTEREST	$ 7,215	$ 26,798	$ 28,620	$ 25,547	$ 25,000	
6 DEBT SERVICE	**$ 34,933**	**$ 62,623**	**$ 73,918**	**$ 52,047**	**$ 52,302**	

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
610- REFUNDS & REIMBURSEMENTS	$ 5,373	$ 569	$ 6,500	$ 3,000	$ 2,500	
7 MISCELLANEOUS	**$ 5,373**	**$ 569**	**$ 6,500**	**$ 3,000**	**$ 2,500**	
610- TRANSFERS	$ -	$ -	$ -	$ 25,000	$ 75,000	
9 TRANSFERS	**$ -**	**$ -**	**$ -**	**$ 25,000**	**$ 75,000**	Moved Bal. Over Min. Reserve
# TOTAL WATER DISTRIB. EXPENSES	**$ 858,668**	**$ 437,052**	**$ 487,394**	**$ 482,059**	**$ 560,402**	
# WATER TREATMENT						
610- WAGES	$ 68,015	$ 66,959	$ 61,041	$ 88,027	$ 122,900	4% Cash Outs & 1/2 new
610- OVERTIME	$ 8,518	$ 6,534	$ 10,000	$ 10,000	$ 10,000	
610- PART TIME	$ -	$ 1,123	$ 2,500	$ 2,500	$ 2,500	
610- PENSION	$ 10,261	$ 10,446	$ 11,000	$ 13,000	$ 15,000	
610- HEALTH INSURANCE	$ 22,483	$ 15,822	$ 18,500	$ 27,000	$ 47,000	
610- LIFE INSURANCE	$ 173	$ 159	$ 250	$ 220	$ 300	
610- WORKERS COMPENSATION	$ 979	$ 1,773	$ 3,500	$ 2,000	$ 3,300	
610- DENTAL INSURANCE	$ 1,116	$ 772	$ 1,000	$ 1,000	$ 2,000	
610- UNIFORMS	$ 110	$ 504	$ 700	$ 700	$ 1,000	
610- MEDICARE	$ 1,029	$ 1,020	$ 1,200	$ 1,342	$ 1,700	
610- OTHER PERSONAL SERVICES	$ -	$ -	$ 250	$ 250	$ 250	
610- PRE-EMPLOYMENT PHYSICALS	$ -	$ -	$ 100	$ 100	$ 100	
610- WELLNESS ACTIVITIES	$ -	$ -	$ 150	$ 150	$ 150	
610- UNEMPLOYMENT COMPENSATION	$ -	$ -	$ -	$ -	$ -	
610- RECRUITMENT & TESTING	$ -	$ -	$ -	$ -	$ -	
1 PERSONNEL SERVICES	**$ 112,684**	**$ 105,112**	**$ 110,191**	**$ 146,288**	**$ 206,200**	
610- TRAVEL & TRAINING	$ 223	$ 976	$ 1,000	$ 1,500	$ 1,500	
2 GENERAL OPERATING EXPENSES	**$ 223**	**$ 976**	**$ 1,000**	**$ 1,500**	**$ 1,500**	
610- OTHER CONTRACTUAL SERVICE	$ -	$ -	$ -	$ -		
610- UTILITIES	$ -	$ -	$ -	$ -		
610- RENTS & LEASES	$ -	$ -	$ -	$ -		
610- PROFESSIONAL SERVICES	$ 280,134	$ 131,463	$ 155,000	$ 101,781	$ 30,000	Moved Chemicals costs
610- INSURANCE	$ 5,808	$ 5,832	$ 7,500	$ 7,500	$ 7,500	
610- MAINTENANCE OF EQUIPMENT	$ 4,140	$ 2,393	$ 10,000	$ 7,000	$ 7,000	
610- POSTAGE	$ 106	$ -	$ 500	$ 500	$ 250	
610- MEMBERSHIPS	$ -	$ -	$ 150	$ 150	$ 500	
610- TREE TRIMMING/LINE CLEARI	$ 3,000	$ 375	$ 7,000	$ 1,500	$ 1,500	
610- GROUNDS MAINTENANCE/LANDS	$ -	$ -	$ -	$ -	$ -	
610- SOLID WASTE	$ -	$ -	$ -	$ -	$ -	
610- ELECTRIC	$ 16,311	$ 18,504	$ 20,000	$ 26,000	$ 28,000	
610- WATER	$ -	$ -	$ -	$ -		
610- SEWER	$ -	$ -	$ -	$ -		
610- TELEPHONE	$ 991	$ 1,402	$ 2,000	$ 2,700	$ 3,000	
610- MAINTENANCE OF FACILITY	$ -	$ 791	$ 3,400	$ 1,500	$ 1,500	
610- PRINTING	$ -	$ -	$ -	$ -	$ -	
610- ADVERTISING	$ 213	$ 58	$ 200	$ 575	$ 250	
610- VEHICLE MAINTENANCE	$ 676	$ 19	$ 1,000	$ 1,000	$ 1,000	
610- LICENSE & PERMITS	$ 3,120	$ 3,520	$ 3,500	$ 3,500	$ 4,500	
610- NATURAL GAS	$ -	$ -	$ -	$ -	$ -	
610- WELLHEAD PROTECTION	$ -	$ -	$ 500	$ 500	$ 500	
610- HARDWARE/SOFTWARE SUPPORT	$ 478	$ 823	$ 6,950	$ 1,500	$ 1,500	
610- LEGAL SERVICES	$ 544	$ -	$ -	$ -	$ -	
610- PUBLIC INFORMATION SERVIC	$ -	$ -	$ -	$ -	$ -	
3 CONTRACTUAL SERVICES	**$ 315,521**	**$ 165,180**	**$ 217,700**	**$ 155,706**	**$ 87,000**	

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
610- OFFICE SUPPLIES	$ -	$ 67	$ 100	$ 100	$ 200	
610- OPERATING SUPPLIES	$ 2,097	$ 3,750	$ 5,000	$ 9,300	$ 70,000	Add Chemicals costs here
610- VEHICLE PARTS	$ -	$ -	$ 350	$ 350	$ -	
610- BOOKS & PUBLICATIONS	$ -	$ -	$ -	$ -	$ -	
610- OFFICE EQUIPMENT	$ -	$ -	$ 400	$ 400	$ -	
610- FUEL	$ 802	$ 996	$ 3,500	$ 2,000	$ 2,100	
610- TOOLS	$ -	$ -	$ 1,000	$ 1,000	$ 1,000	
610- SPECIAL EVENTS	$ -	$ -	$ 50	$ 50	$ -	
610- SAFETY EQUIPMENT	$ -	$ 280	$ 700	$ 750	$ 750	
610- GENERATOR - DIESEL	$ -	$ -	$ 2,400	$ 1,000	$ 2,000	
4 MATERIALS & SUPPLIES	**$ 2,899**	**$ 5,093**	**$ 13,500**	**$ 14,950**	**$ 76,050**	
610- LAND & BUILDINGS	$ -	$ -	$ -	$ -	$ -	
610- CAPITAL EQUIPMENT	$ -	$ -	$ -	$ -	$ -	
610- PUBLIC WORKS	$ -	$ -	$ -	$ -	$ -	#303 CAPITAL PROJECTS
5 CAPITAL	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
610- DEBT SERVICE - PRINCIPAL	$ -	$ -	$ -	$ 88,286	$ 185,000	OWDA, OPWC & WTP Loan
610- DEBT SERVICE - INTEREST	$ -	$ -	$ -	$ 86,800	$ 170,000	CORRECTED EST ON WTP INT.
6 DEBT SERVICE	**$ -**	**$ -**	**$ -**	**$ 175,086**	**$ 355,000**	
610- REFUNDS & REIMBURSEMENTS	$ -	$ -	$ -		$ -	
610- CANCELLED CHECKS	$ -	$ -	$ -	$ -	$ -	
7 MISCELLANEOUS	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
9 TRANSFERS	$ -	$ -	$ -	**$ 25,000**	**$ 75,000**	Moved Bal. Over Min. Reserve
# WATER TRMT TOTAL EXPENSE	**$ 431,327**	**$ 276,361**	**$ 342,391**	**$ 518,530**	**$ 800,750**	
TOTAL WATER FUND EXPENSE	**$ 1,289,995**	**$ 713,413**	**$ 829,785**	**$ 1,000,589**	**$ 1,361,152**	
REVENUE OVER/(UNDER) EXPEI	**$ 51,829**	**$ 115,598**	**$ 144,576**	**$ 248,335**	**$ (171,152)**	
SEWER FUND						
REVENUE:						
620- CONSUMER FEES	$ 810,193	$ 884,256	$ 961,458	$ 1,135,547	$ 1,205,000	Includes 15% Increase
620- TAPS	$ 2,000	$ 3,250	$ 2,000		$ 2,000	
CHARGES FOR SERVICES	**$ 812,193**	**$ 887,506**	**$ 963,458**	**$ 1,135,547**	**$ 1,207,000**	
620- PROPERTY SALES	$ -	$ -	$ -	$ -	$ -	
620- DONATIONS	$ -	$ -	$ -	$ -	$ -	
620- REIMBURSEMENTS	$ 1,688	$ 573	$ -	$ -	$ -	
620- LOGOS, CODES, MAPS, SPECS	$ -	$ -		$ -	$ -	
620- DELTA DENTAL	$ 341	$ -	$ 300	$ -	$ -	
MISC RECEIPTS & REIMBURSEMENTS	**$ 2,029**	**$ 573**	**$ 300**	**$ -**	**$ -**	
TOTAL SEWER REVENUE	**$ 814,222**	**$ 888,079**	**$ 963,758**	**$ 1,135,547**	**$ 1,207,000**	
EXPENDITURES:						
# SEWER COLLECTION						
620- WAGES	$ 141,513	$ 151,707	$ 156,135	$ 162,380	$ 181,500	4% cash out, Mgr & KH
620- OVERTIME	$ 4,496	$ 3,863	$ 7,000	$ 7,000	$ 5,000	
620- PART-TIME	$ 7,137	$ 6,376	$ 10,000	$ 10,000	$ 5,000	
620- PENSION	$ 22,573	$ 22,524	$ 25,000	$ 25,000	$ 27,000	
620- HEALTH INSURANCE	$ 18,927	$ 17,382	$ 22,000	$ 22,000	$ 44,000	

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
620- LIFE INSURANCE	$ 426	$ 368	$ 439	$ 500	$ 500	
620- WORKERS COMPENSATION	$ 1,582	$ 2,657	$ 4,500	$ 3,500	$ 4,500	
620- DENTAL INSURANCE	$ 1,832	$ 1,294	$ 2,000	$ 2,000	$ 2,500	
620- UNIFORMS	$ -	$ -	$ -	$ 1,250	$ 1,250	
620- UNIFORMS - FR	$ -	$ -	$ -	$ -	$ -	
620- MEDICARE	$ 2,007	$ 2,013	$ 2,200	$ 2,200	$ 2,500	
620- OTHER PERSONAL SERVICES	$ -	$ -	$ 250	$ 250	$ -	
620- PRE-EMPLOYMENT PHYSICALS	$ 21	$ -	$ 25	$ 25	$ 100	
620- WELLNESS ACTIVITIES	$ -	$ -	$ 250	$ 250	$ -	
620- UNEMPLOYMENT COMPENSATION	$ -	$ 264	$ 500	$ 500	$ -	
620- RECRUITMENT & TESTING	$ -	$ 13	$ -	$ -	$ 100	
1 PERSONNEL SERVICES	**$ 200,514**	**$ 208,461**	**$ 230,299**	**$ 236,855**	**$ 273,950**	
620- TRAVEL & TRAINING	$ 419	$ 123	$ 1,400	$ 1,400	$ 2,000	
2 GENERAL OPERATING EXPENSES	**$ 419**	**$ 123**	**$ 1,400**	**$ 1,400**	**$ 2,000**	
620- OTHER CONTRACTUAL SERVICE	$ -	$ -	$ -	$ -	$ -	
620- UTILITIES	$ -	$ -	$ -	$ -	$ -	
620- RENTS & LEASES	$ 3,109	$ 1,765	$ 5,000	$ 3,000	$ 3,000	
620- PROFESSIONAL SERVICES	$ 14,349	$ 8,209	$ 25,000	$ 75,000	$ 25,000	
620- INSURANCE	$ 5,897	$ 5,832	$ 6,500	$ 6,500	$ 6,800	
620- MAINTENANCE OF EQUIPMENT	$ 3,251	$ 56	$ 3,500	$ 3,500	$ 5,000	
620- POSTAGE	$ 5,296	$ 4,065	$ 5,100	$ 5,100	$ 5,200	
620- MEMBERSHIPS	$ 37	$ -	$ 120	$ 120	$ 300	
620- TREE TRIMMING/LINE CLEARI	$ -	$ -	$ -	$ -	$ -	
620- SOLID WASTE	$ 35	$ 385	$ 400	$ 500	$ 500	
620- ELECTRIC	$ 948	$ 744	$ 1,500	$ 1,500	$ 1,500	
620- WATER	$ -	$ -	$ -	$ -	$ -	
620- SEWER	$ -	$ -	$ -	$ -	$ -	
620- TELEPHONE	$ 3,283	$ 4,079	$ 4,000	$ 4,750	$ 4,500	
620- MAINTENANCE OF FACILITY	$ 54	$ 278	$ 750	$ 750	$ 1,000	
620- PRINTING	$ 1,052	$ -	$ 1,400	$ 1,000	$ 600	
620- ADVERTISING	$ 233	$ 188	$ 200	$ 200	$ 250	
620- VEHICLE MAINTENANCE	$ -	$ -	$ 500	$ 500	$ 500	
620- LICENSE & PERMITS	$ 335	$ 188	$ 200	$ 200	$ 800	
620- NATURAL GAS	$ 1,074	$ 639	$ 1,500	$ 1,500	$ 1,500	
620- HARDWARE/SOFTWARE MAINTEN	$ 6,352	$ 9,796	$ 18,250	$ 10,000	$ 15,000	Windows 10 Upgrades
620- LEGAL SERVICES	$ 209	$ 2,731	$ 1,000	$ 3,500	$ -	Removed $3,500 per Council
3 CONTRACTUAL SERVICES	**$ 45,514**	**$ 38,955**	**$ 74,920**	**$ 117,620**	**$ 71,450**	
620- OFFICE SUPPLIES	$ 402	$ 364	$ 1,000	$ 1,000	$ 800	
620- OPERATING SUPPLIES	$ 6,464	$ 6,402	$ 10,000	$ 12,500	$ 15,000	
620- VEHICLE PARTS	$ -	$ -	$ -	$ -	$ -	
620- BOOKS & PUBLICATIONS	$ -	$ 12	$ 15	$ -	$ -	
620- SERVICE CHARGES	$ 873	$ 1,630	$ 1,500	$ 2,750	$ 1,500	
620- OFFICE EQUIPMENT	$ 2,094	$ -	$ 1,000	$ 1,000	$ 500	
620- FUEL	$ 3,984	$ 3,298	$ 4,500	$ 4,500	$ 5,000	
620- TOOLS	$ -	$ -	$ 250	$ 250	$ 800	
620- SPECIAL EVENTS	$ -	$ -	$ 50	$ 50	$ -	
620- SAFETY EQUIPMENT	$ 193	$ 160	$ 250	$ 250	$ 900	
620- DIESEL FUEL - GENERATORS			$ -	$ -	$ -	
4 MATERIALS & SUPPLIES	**$ 14,010**	**$ 11,866**	**$ 18,565**	**$ 22,300**	**$ 24,500**	
620- LAND & BUILDINGS	$ -	$ -	$ -	$ -	$ -	
620- CAPITAL EQUIPMENT	$ -	$ -	$ -	$ -	$ -	#304 CAPITAL PROJECTS
620- PUBLIC WORKS					$ -	
5 CAPITAL	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
620- DEBT SERVICE - PRINCIPAL	$ 50,066	$ 49,958	$ 51,432	$ -	$ -	
620- DEBT SERVICE - INTEREST	$ 2,738	$ 2,846	$ 1,518	$ -	$ -	
6 DEBT SERVICE	**$ 52,804**	**$ 52,804**	**$ 52,950**	**$ -**	**$ -**	
620- REFUNDS & REIMBURSEMENTS	$ 13,295	$ 696	$ 5,000	$ 5,000	$ 6,000	
7 MISCELLANEOUS	**$ 13,295**	**$ 696**	**$ 5,000**	**$ 5,000**	**$ 6,000**	
TRANSFERS	$ -	$ 12,500	$ 25,000	$ 25,000	$ 125,000	REDUCED
ADVANCE OUT	$ -	$ -	$ -	$ -		
TRANSFERS	**$ -**	**$ 12,500**	**$ 25,000**	**$ 25,000**	**$ 125,000**	
# SEWER COLL. TOTAL EXPENSES	**$ 326,556**	**$ 325,405**	**$ 408,134**	**$ 408,175**	**$ 502,900**	
# SEWER TREATMENT						
620- WAGES	$ 68,015	$ 66,959	$ 61,041	$ 88,027	$ 122,900	4% Cash outs
620- OVERTIME	$ 8,518	$ 8,534	$ 10,000	$ 10,000	$ 10,000	
620- PART-TIME	$ -	$ 1,122	$ 2,000	$ 2,000	$ 2,000	
620- PENSION	$ 10,861	$ 10,446	$ 11,000	$ 14,000	$ 14,000	
620- HEALTH INSURANCE	$ 22,483	$ 15,703	$ 20,000	$ 29,000	$ 47,000	
620- LIFE INSURANCE	$ 127	$ 152	$ 198	$ 250	$ 300	
620- WORKERS COMPENSATION	$ 979	$ 1,773	$ 3,500	$ 2,500	$ 3,500	
620- DENTAL INSURANCE	$ 1,116	$ 772	$ 1,600	$ 1,250	$ 2,000	
620- UNIFORMS	$ 1,361	$ 1,150	$ 2,500	$ 2,500	$ 3,000	
620- MEDICARE	$ 1,042	$ 1,020	$ 1,200	$ 1,400	$ 1,800	
620- OTHER PERSONAL SERVICES	$ -	$ -	$ 250	$ 250	$ -	
620- PRE-EMPLOYMENT PHYSICALS	$ -	$ -	$ 100	$ 100	$ 100	
620- WELLNESS ACTIVITIES	$ -	$ -	$ 150	$ 150	$ -	
620- UNEMPLOYMENT COMPENSATION	$ -	$ -	$ -	$ -	$ -	
620- RECRUITMENT & TESTING	$ -	$ -	$ -	$ -	$ 100	
1 PERSONNEL SERVICES	**$ 114,502**	**$ 107,631**	**$ 113,539**	**$ 151,427**	**$ 206,700**	
620- TRAVEL & TRAINING	$ 478	$ 1,119	$ 3,100	$ 3,100	$ 3,100	
2 GENERAL OPERATING EXPENSES	**$ 478**	**$ 1,119**	**$ 3,100**	**$ 3,100**	**$ 3,100**	
620- OTHER CONTRACTUAL SERVICE	$ -	$ -	$ -	$ -	$ -	
620- UTILITIES	$ -	$ -	$ -	$ -	$ -	
620- RENTS & LEASES	$ 32	$ -	$ 250	$ 250	$ -	
620- PROFESSIONAL SERVICES	$ 20,713	$ 32,368	$ 33,500	$ 47,600	$ 35,000	Moved chemicals costs
620- INSURANCE	$ 5,808	$ 5,832	$ 6,500	$ 6,500	$ 6,500	
620- MAINTENANCE OF EQUIPMENT	$ 10,616	$ 7,301	$ 12,000	$ 15,000	$ 18,000	
620- POSTAGE	$ 193	$ 10	$ 400	$ 400	$ 400	
620- MEMBERSHIPS	$ 135	$ -	$ 200	$ 200	$ 250	
620- TREE TRIMMING/LINE CLEARI	$ -	$ -	$ -	$ -	$ -	
620- SOLID WASTE	$ 46,859	$ 66,222	$ 75,000	$ 82,500	$ 82,000	
620- ELECTRIC	$ 58,129	$ 50,535	$ 55,000	$ 75,000	$ 75,000	
620- WATER	$ 9,721	$ 10,423	$ 9,200	$ 12,500	$ 12,500	
620- SEWER	$ 10,258	$ 9,865	$ 9,000	$ 10,000	$ 10,000	
620- TELEPHONE	$ 2,447	$ 3,536	$ 2,500	$ 4,600	$ 4,600	
620- MAINTENANCE OF FACILITY	$ 28,481	$ 2,246	$ 8,000	$ 8,000	$ 5,000	
620- PRINTING	$ 177	$ -	$ 500	$ 500	$ 250	
620- ADVERTISING	$ 419	$ 8	$ 20	$ 20	$ 250	
620- VEHICLE MAINTENANCE	$ 201	$ 559	$ 1,500	$ 1,500	$ 1,500	
620- LICENSE & PERMITS	$ 3,695	$ 2,809	$ 3,600	$ 6,200	$ 4,500	
620- NATURAL GAS	$ 491	$ 540	$ 700	$ 700	$ 700	
620- HARDWARE/SOFTWARE MAINTEN	$ 634	$ 1,985	$ 7,750	$ 2,250	$ 1,500	
620- LEGAL SERVICES	$ -	$ -	$ -	$ -		
3 CONTRACTUAL SERVICES	**$ 199,009**	**$ 194,239**	**$ 225,620**	**$ 273,720**	**$ 257,950**	

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
620- OFFICE SUPPLIES	$ 117	$ 300	$ 350	$ 450	$ 450	
620- OPERATING SUPPLIES	$ 9,535	$ 15,257	$ 20,000	$ 20,000	$ 25,000	Add Chemicals here
620- VEHICLE PARTS	$ -	$ -	$ 300	$ 300	$ -	
620- BOOKS & PUBLICATIONS	$ 12	$ -	$ -	$ -	$ -	
620- OFFICE EQUIPMENT	$ 983	$ 36	$ 500	$ 500	$ 500	
620- FUEL	$ 800	$ 996	$ 2,000	$ 2,000	$ 2,000	
620- TOOLS	$ -	$ 378	$ 1,000	$ 1,000	$ 1,000	
620- SPECIAL EVENTS	$ -	$ -	$ 50	$ 50	$ -	
620- SAFETY EQUIPMENT	$ 98	$ -	$ 600	$ 3,000	$ 3,500	
620- DIESEL FUEL - GENERATORS	$ 312	$ 282	$ 3,000	$ 3,000	$ 3,000	
4 MATERIALS & SUPPLIES	**$ 11,857**	**$ 17,249**	**$ 27,800**	**$ 30,300**	**$ 35,450**	
620- LAND & BUILDINGS	$ -	$ -	$ -	$ -	$ -	
620- CAPITAL EQUIPMENT	$ 39,928	$ -	$ -	$ -	$ -	
620- PUBLIC WORKS	$ 4,760	$ -	$ -	$ -	$ -	#304 CAPITAL PROJECTS
5 CAPITAL	**$ 44,688**	**$ -**	**$ -**	**$ -**	**$ -**	
620- DEBT SERVICE - PRINCIPAL	$ 43,333	$ 44,571	$ 51,811	$ 53,322	$ 54,878	
620- DEBT SERVICE - INTEREST	$ 24,245	$ 22,278	$ 25,165	$ 23,655	$ 22,100	
6 DEBT SERVICE	**$ 67,578**	**$ 66,849**	**$ 76,976**	**$ 76,977**	**$ 76,978**	
REFUNDS & REIMBURSEMENTS	$ 4,149	$ -	$ -	$ -	$ -	
7 MISCELLANEOUS	**$ 4,149**	**$ -**	**$ -**	**$ -**	**$ -**	
TRANSFERS	$ -	$ 12,500	$ 25,000	$ 25,000	$ 25,000	
ADVANCE OUT	$ -	$ -	$ -	$ -		
9 TRANSFERS	**$ -**	**$ 12,500**	**$ 25,000**	**$ 25,000**	**$ 125,000**	REDUCED
# SEWER TRTMNT TOTAL EXPENSE	**$ 442,261**	**$ 399,587**	**$ 472,035**	**$ 560,524**	**$ 705,178**	
TOTAL SEWER FUND EXPENSES	**$ 768,817**	**$ 724,992**	**$ 880,169**	**$ 968,699**	**$ 1,208,078**	
REVENUE OVER/(UNDER) EXPE	**$ 45,405**	**$ 163,087**	**$ 83,589**	**$ 166,848**	**$ (1,078)**	
SOLID WASTE FUND						
REVENUE:						
630- CONSUMER FEES	$ 270,735	$ 265,426	$ 260,000	$ 270,000	$ 280,000	
630- PAPER & IRON	$ 167	$ 1,369	$ -	$ 200	$ -	
630- TRASH BAGS	$ 1,334	$ 1,691	$ 1,000	$ 1,000	$ 1,000	
630- GARBAGE STICKERS	$ 2,114	$ -	$ 1,200	$ 1,200	$ 1,000	
CHARGES FOR SERVICES	**$ 274,350**	**$ 268,486**	**$ 262,200**	**$ 272,400**	**$ 282,000**	
630- REFUNDS & REIMBURSEMENTS	$ 435	$ 770	$ -	$ 200	$ 500	
MISC RECEIPTS & REIMBURSEMENTS	**$ 435**	**$ 770**	**$ -**	**$ 200**	**$ 500**	
TOTAL SOLID WASTE REVENUE	**$ 274,785**	**$ 269,256**	**$ 262,200**	**$ 272,600**	**$ 282,500**	
# EXPENSES:						
630- SOLID WASTE (RUMPKE)	$ 257,391	$ 258,244	$ 262,000	$ 270,000	$ 280,000	
CONTRACTUAL SERVICES	**$ 257,391**	**$ 258,244**	**$ 262,000**	**$ 270,000**	**$ 280,000**	
630- REFUNDS & REIMBURSEMENTS	$ 64	$ -	$ 200	$ 300	$ 300	
MISCELLANEOUS	**$ 64**	**$ -**	**$ 200**	**$ 300**	**$ 300**	

ACCOUNT DESCRIPTION	2015 ACTUAL	2016 ACTUAL	2017 BUDGET	2018 BUDGET	2019 PROJECTED	REVISED 11/21/2018
ENTERPRISE FUND BREAKDOWN:						
SOLID WASTE TOTAL EXPENSES	$ 257,455	$ 258,244	$ 262,200	$ 270,300	$ 280,300	
REVENUE OVER/(UNDER) EXPE	$ 17,330	$ 11,012	$ -	$ 2,300	$ 2,200	
TAL ENTERPRISE FUND EXPENSES	$ 5,393,782	$ 5,452,874	$ 5,363,401	$ 5,763,159	$ 8,219,230	

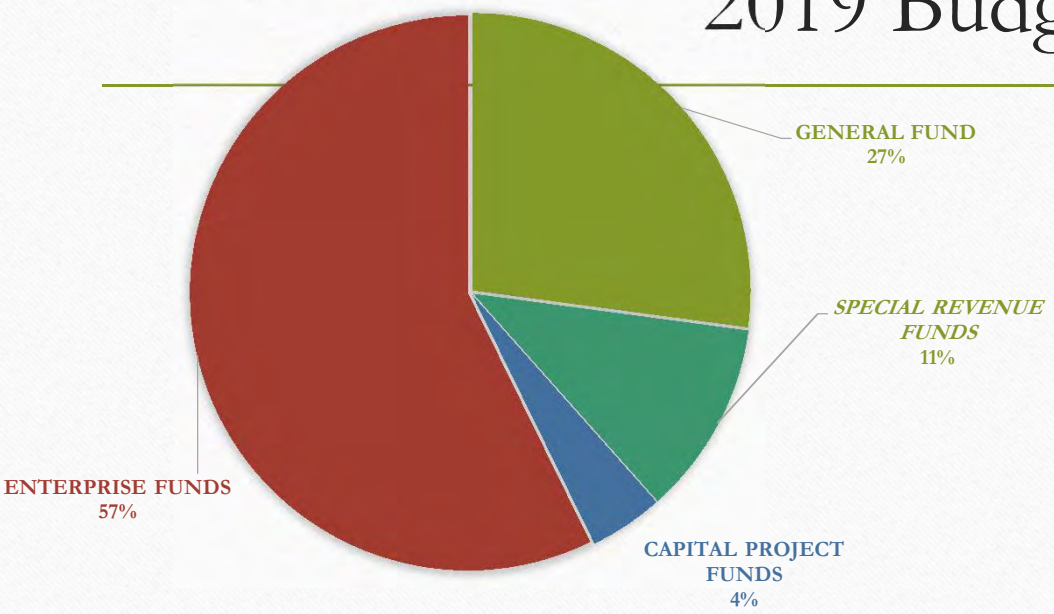
2019 BUDGET

The Village of Yellow Springs

Prepared by Colleen Harris

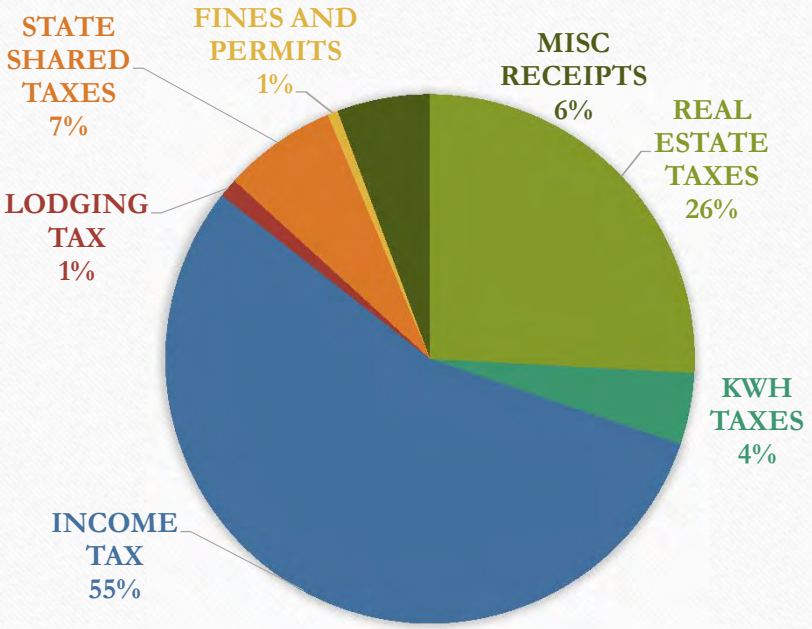
Revised 11-21-18

Village of Yellow Springs
2019 Budget



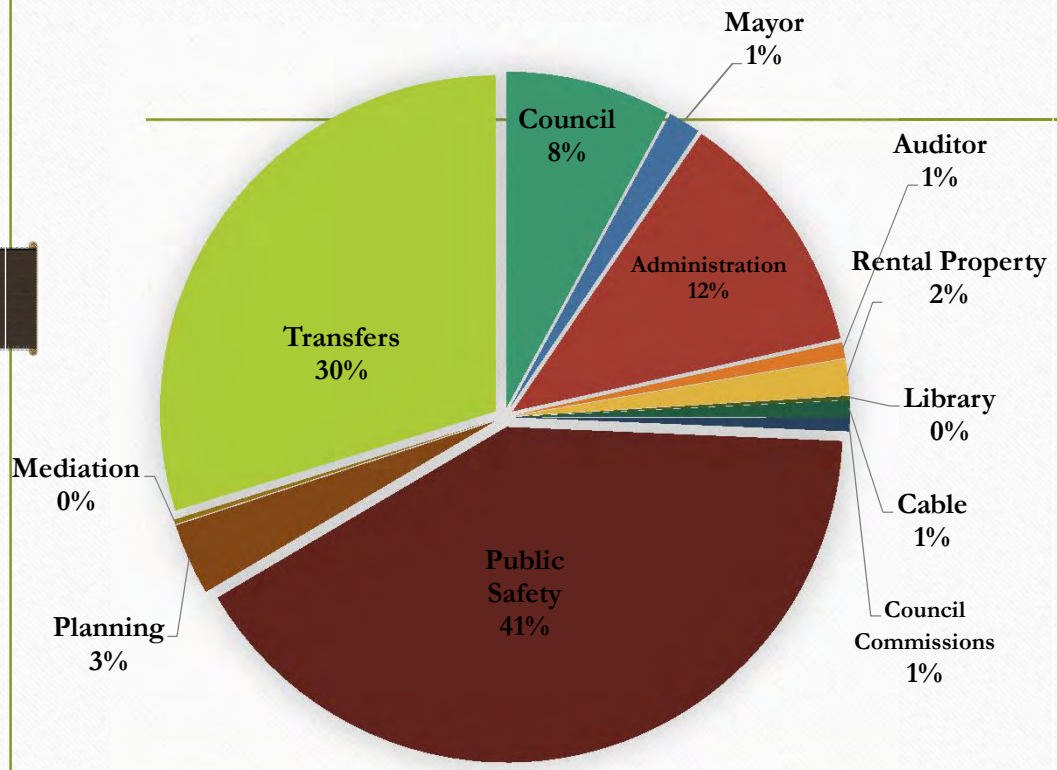
GENERAL FUND	$ 3,893,760
SPECIAL REVENUE FUNDS	$ 1,624,299
CAPITAL PROJECT FUNDS	$ 617,250
ENTERPRISE FUNDS	$ 8,219,230
TOTAL	$ 14,354,539

General Fund Revenues



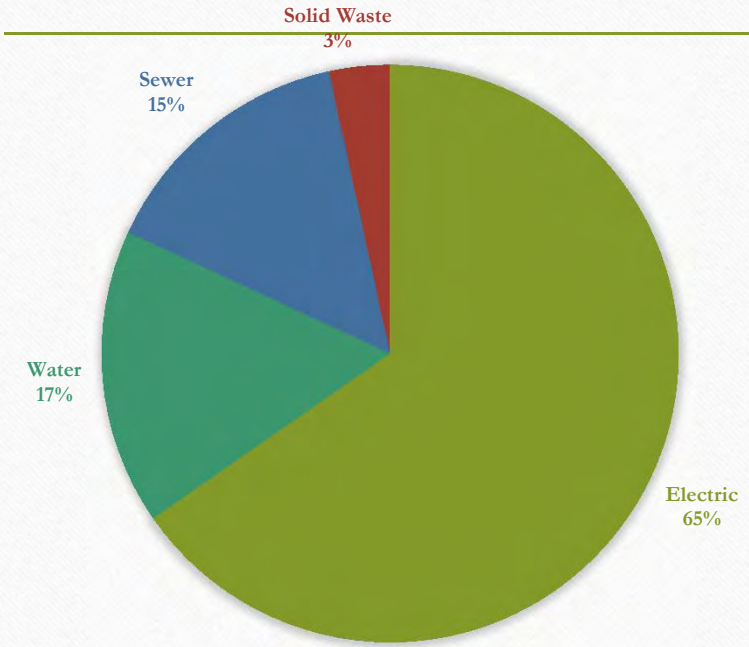
GENERAL FUND REVENUES	
REAL ESTATE TAXES	$ 887,250
KWH TAXES	$ 150,000
INCOME TAX	$ 1,900,000
LODGING TAX	$ 40,000
STATE SHARED TAXES	$ 237,415
FINES AND PERMITS	$ 21,850
MISC RECEIPTS	$ 195,200
TOTAL	$ 3,431,715

General Fund Expenses



GENERAL FUND EXPENSES		
Council	$	309,250
Mayor	$	60,700
Administration	$	467,500
Auditor	$	30,000
Rental Property	$	67,700
Library	$	7,500
Cable	$	32,000
Council Commissions	$	25,000
Public Safety	$	1,589,985
Planning	$	135,000
Mediation	$	9,125
Transfers	$	1,160,000
Total	$	3,893,760

Enterprise Fund Expenses



Electric	$	5,369,700
Water	$	1,361,152
Sewer	$	1,208,078
Solid Waste	$	280,300
TOTAL	$	8,219,230

VILLAGE OF YELLOW SPRINGS, OHIO
ORDINANCE 2018-51

APPROVING CREATION OF A FUND FOR THE FURTHERANCE OF AFFORDABLE HOUSING IN THE VILLAGE OF YELLOW SPRINGS

WHEREAS, Council for the Village of Yellow Springs recognizes the need to increase the availability of affordable housing in the Village, and,

WHEREAS, Council for the Village of Yellow Springs has a goal to "Provide an affordable community with a high quality of life that encourages a diverse resident base in terms of race, age, economic status, sexual orientation, gender identity, ethnicity, ability and religious affiliation" and,

WHEREAS, Council for the Village of Yellow Springs believes that achievement of this goal would be furthered by the regular appropriation of funds to support endeavors directed towards the creation of affordable housing in the Village;

NOW, THEREFORE, COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS, OHIO HEREBY ORDAINS THAT:

Section 1. The Finance Director is authorized to create the Affordable Housing Fund.

Section 2. The Finance Director is authorized to receipt monies into this fund as directed when they become available and to make expenditures as the law allows.

Section 3. This ordinance shall be in effect and in full force at the earliest date allowed by law.

_____
Brian Housh, Vice President of Council

Passed:

Attest: _____
Judy Kintner, Clerk of Council

Roll call: Housh ___ MacQueen ___ Stokes _____

Kreeger _____ Sanford____

VILLAGE OF YELLOW SPRINGS, OHIO
RESOLUTION 2018-42

Affirming the Village of Yellow Springs as a Welcoming Community for All Persons Regardless of Country of Origin, Ethnicity, Age, Gender Identity, Sexual Orientation, Income, Ability or Religion

WHEREAS, The Village of Yellow Springs identifies itself as a welcoming community of opportunity for people of any race, age, sexual orientation, gender identity, culture, income, ability or religion; and,

WHEREAS, the Village of Yellow Springs has long prohibited discrimination based on race, color, ethnicity, national origin or other protected characteristics in the provision of its services and intends to continue to make its services available to all its residents, regardless of their federal immigration status; and,

WHEREAS, The United States is a country founded by immigrants and enhanced by the contributions of immigrants; and,

WHEREAS, Every US citizen, with the exception of Native American citizens, is descended from immigrants; and,

WHEREAS, The current POTUS and his administration are instituting draconian tactics of rounding up and deporting undocumented immigrants and arbitrarily prohibiting others from entering the country; and,

WHEREAS, it is particularly essential to the mission of the Village's emergency services departments that victims report crimes or injuries, cooperate fully in investigations and summon help when needed; and,

WHEREAS, no other Village department inquires into the immigration status of individuals before making government services available to that individual; and,

WHEREAS, enforcement of federal immigration laws is the prerogative of federal enforcement agencies, not local law enforcement agencies; and,

WHEREAS, the threat of deportation or prosecution for no reason other than immigration status may discourage residents without legal immigration status or who have family members or friends without legal immigration status from reporting crimes or injuries, cooperating in investigations, seeking opportunities or their children living in this community, or summoning help when needed; and,

WHEREAS, federal law does not require local law enforcement or other local service providers to inquire into an individual's immigration status or respond to federal Immigration and Customs Enforcement (ICE) detainer requests so the principles of Sanctuary Cities are not inconsistent with federal law; and,

WHEREAS, these practices are generally considered to be "Sanctuary City" policies;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL FOR THE VILLAGE OF YELLOW SPRINGS, OHIO THAT:

Section 1. Council for the Village of Yellow Springs supports and encourages local and regional efforts to welcome and offer sanctuary to immigrants and others who are being targeted on the basis of religion, nationality, culture, gender identity, race or citizenship status.

Section 2. Council for the Village of Yellow Springs is committed to the protection of law abiding Village residents and visitors from abuse, harassment, and harm regardless of their immigration or refugee status.

Section 3. Council for the Village of Yellow Springs directs that no Village department may use Village funds, equipment or personnel for the sole purpose of detecting or apprehending persons based suspected immigration status, unless in response to a court order. In furtherance of this policy, no Village office or employee shall request information about or otherwise investigate or assist in the investigation of a person's immigration status unless a criminal warrant exists, a criminal violation was reported, or an arrest was made.

Section 4. No Village department or employee shall deny equal access to Village services based on immigration status, unless required by law or court order. Such denial of access shall include, but not be limited to, soliciting immigration status in any application for Village services; predicating the provision of services on the immigration status of any person; or delaying the provision of services based solely on immigration status.

Section 5. It shall be the policy of the Village of Yellow Springs to vigorously oppose any effort to require the use of local taxpayer resources for the enforcement of federal immigration policy.

Signed:_____
Brian Housh, President of Council

Passed:

Attest:_____
Judy Kintner, Clerk of Council

Roll Call:

Housh _____ MacQueen__ Stokes____

Kreeger____ Sanford___

Yellow Springs
Active Transportation Plan

Village of Yellow Springs

November 2018

ACKNOWLEDGMENTS

SPONSORS

The Ohio Department of Transportation

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CHAPTER 1

INTRODUCTION

Introduction

The Village of Yellow Springs Active Transportation Plan is an effort led by the Village's Active Transportation Committee. The Plan builds on existing plans to develop recommendations that guide the construction of active transportation facilities, like sidewalks and trails, as well as to develop new programs and policies that support active transportation. Beginning in December 2017, the Plan involved several meetings of an Advisory Committee, pop-up mapping events to gather feedback at community events, and culminated with an open house to present plan elements in late June 2018.

"Active Transportation" is an umbrella term for all the ways people can get around without using a motorized vehicle. The most common forms of active transportation are walking and bicycling, but especially in communities like Yellow Springs that have a larger proportion of older residents, people using wheelchairs or other assistive devices merit special consideration. The term does not limit these activities to their recreational function, but instead considers them as healthy, sustainable and practical ways to commute, run errands, connect to transit and carry out daily tasks, potentially reducing the need for private car ownership and improving the environment. In this document, the words "bicyclist" and "pedestrian" include users of scooters, tricycles, and other similar mobility devices.

Policy recommendations inform enforcement protocols and ensure investments in public infrastructure directly address safety and human mobility. Program recommendations build on existing efforts to encourage active travel through education.

Capital project recommendations focus on filling gaps in the active transportation network, starting with opportunities to incorporate Complete Streets principles into projects that are planned for the near-term. Mid and long-term project recommendations ensure that transportation and land use decisions are mutually supportive of active travel into the future.

Vision and Goals

The vision of the Village of Yellow Springs Active Transportation Plan is to develop a high-quality, integrated surface transportation infrastructure system that contributes to improved quality of life by promoting safety, recreation, environmental sustainability, health, equity/inclusion, and economic development in the pursuit of maintaining and enhancing the Village's vibrant and connected community for people of all ages and abilities. The Plan will strengthen the transportation bonds that connect Village residents to each other and bridge active transportation gaps that divide the Village from its neighbors.

The Plan provides the Village with an actionable road map for improving community mobility, with a focus on health and sustainable travel modes. The Plan components – policy, program and capital project recommendations – work in tandem to create a more complete and equitable transportation system for all users.

Bicycle parking at Yellow Springs Station (source: Karen Wintrow).

Background

The Village of Yellow Springs is in Greene County, and has a population of 3,784. Four percent of commutes are completed by bicycle and seven percent are taken on foot – both more than double the statewide rates.

The Village of Yellow Springs is not a newcomer to active transportation. When Dayton Street was widened in the 1960s, the League of Women Voters pushed for a bike path to be constructed. It was eventually built on the south side of the road between East Enon Road to Stafford Street, and the Bicycle Enhancement Committee was created to address bike path signage and the path's intersection crossings. Because dedicated bicycle facilities were so rare in the United States at the time, contractors did not construct smooth curb ramps for the path. The Committee made sure these ramps were adjusted so using the path would be as comfortable as possible. This first path along Dayton Street was a learning experience for the Village, and the two-way design created visibility issues and conflicts between motorists and bicyclists, specifically for westbound motorists turning across the bike path and motorists looking to turn onto Dayton Street. A similar facility was built along East Enon Road at the same time as the Dayton Street widening.

Another bike path was built along West South College Street subsequently that drew on international best practices, including Dutch bicycle infrastructure standards. In contrast to the two-way facility on Dayton Street, the design for West South College Street called for a dedicated sidewalk-level bike path for one-way travel on the north side of the street westbound, separated by a row of trees from a sidewalk. A shared use path – functionally a sidewalk – on the south side of the road provided for eastbound bicycle travel and pedestrian travel in both directions. The Committee made sure the curb ramp installation was up to their standards so no changes were needed after construction was complete.

After the West South College Street bicycle facilities were developed, a shared use path was constructed along the east side of Xenia Avenue between Herman Street to Brookside Drive, and then extended to Brannum Lane.

This trio of active transportation facilities was built at a time when other communities across the country were not providing special consideration to people walking and bicycling. These efforts highlight Yellow Springs' long-standing interest in creating and maintaining an accessible community where driving a car is not necessary or essential to daily life. In subsequent years, much like with the Village's sidewalks, maintenance became a concern that led to declining comfort and in many cases a deterioration of the path surface rendering it functionally unusable by bicyclists and people with disabilities, which remains an ongoing challenge. This plan identifies recommendations that will improve these facilities.

Past Plans

This plan builds on prior plans developed for the Village and its environs. It relies on these plans for existing conditions data, issue identification, and recommendation support.

Yellow Springs and Miami Township Vision (2010)

This document is the culmination of a year-long process to identify a vision and goals for the Village and Miami Township. The report identified ten aspirational goals, three of which relate to active transportation:

- Energy, Environment & Sustainability: Commitment to a sustainable local economy and environment
- Facilities, Services & Infrastructure: Safe and supportive facilities, services and infrastructure that encourage community building and collaboration.
- Place & Identity: A vibrant community that values wellness, tolerance and local history, cultivates social and environmental responsibility, and welcomes new people and new ideas in a remarkably authentic place.

One of the Principles for Land Stewardship specifically identifies the desired role of transportation in the area:

> *Places are connected and accessible throughout the community by transportation methods other than automobiles. Destinations within the villages and throughout the township are safely and attractively connected for pedestrians and bicyclists. The general development pattern within the villages is conducive to this intent and should be reinforced with future development and redevelopment. Overall, a network of non-automobile choices connects the community for all levels of ability.*

In line with this principle, a priority action of the report is to prepare a pedestrian and bicycle plan for Yellow Springs and the Township that seeks to:

> *Provide additional sidewalks in Yellow Springs, based on universal design and complete streets concepts. Update existing sidewalks where needed for accessibility and enforce maintenance requirements of property owners. To enable greater use of bicycles, bike racks should be more widely available (particularly in downtown), the number of bike lanes should be increased and clearly marked, and signage installed to inform automobile drivers to share the road with bicyclists. The plan should include a feasibility analysis for constructing multi-use trails throughout the township and, specifically, a bike path connecting Yellow Springs and Clifton.*

Yellow Springs Comprehensive Plan (2010)

The Comprehensive Plan, currently being updated, discusses both pedestrian and bicycle networks.

> *Yellow Springs' pedestrian network is relatively complete in the central business area. However, elsewhere in Town's the system is non-direct, discontinuous, and in some areas non-existent. The key implication of not having an interconnected system of sidewalks and bikeways is that residents have limited choice in transportation modes and the increased dependency on automobile use perpetuates. A major issue for the Comprehensive Plan is to identify an integrated system of transportation solutions, including a network of pedestrian facilities and bicycle routes. These improvements need to be provided in coordination with the street system and the locations of existing and future transit routes as an integral part of a complete transportation system.*

The Bikeways Appendix of the 2010 Comprehensive Plan highlights a network of primary bikeways, secondary bikeways, and future bikeways, shown in Figure 1. The Appendix highlights northern, western, and southern gateways to the Village, trailheads, and intersections that require improvement.

Yellow Springs School Travel Plan (2011)

The 2011 School Travel Plan reviewed how students are traveling to and from school. The Plan found that in the morning 15% of students walked to Mills Lawn Elementary

Figure 1: Yellow Springs Bikeways (2010 Comprehensive Plan)

School, 11% walked to McKinney Middle School, and 1% walked to The Antioch School; 3%, 18%, and 12% biked respectively, identified in Figure 2. In the afternoon, 22% of Mills Lawn students walked, 19% of McKinney students walked, and 1% of Antioch School students walked; 3%, 18%, and 15% biked respectively, identified in Figure 3. The Plan notes that 77% of Mills Lawn students in 2011 lived within two miles (a bikeable distance) of school, a higher proportion than the national average (Figure 4).

The Plan assessed barriers to walking and biking to Village schools and developed short and long-term recommendations for bike parking, crosswalk enhancements, curb ramp repairs, sidewalk and traffic calming construction, and improved signals and signage.

Figure 2: Morning Mode Share

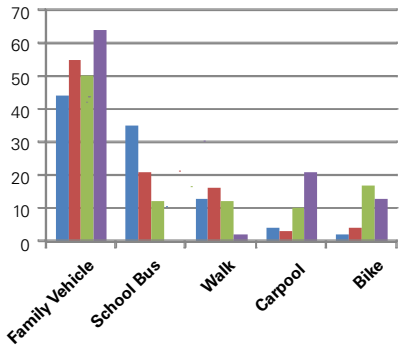


Figure 3: Afternoon Mode Share

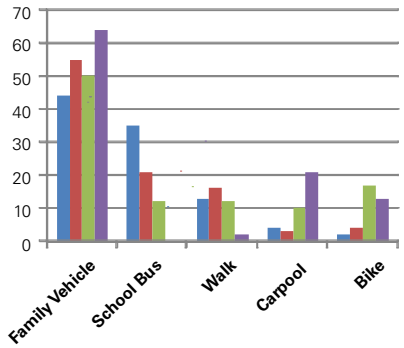
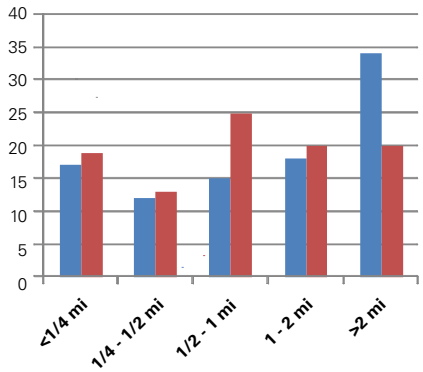


Figure 4: Distance from School

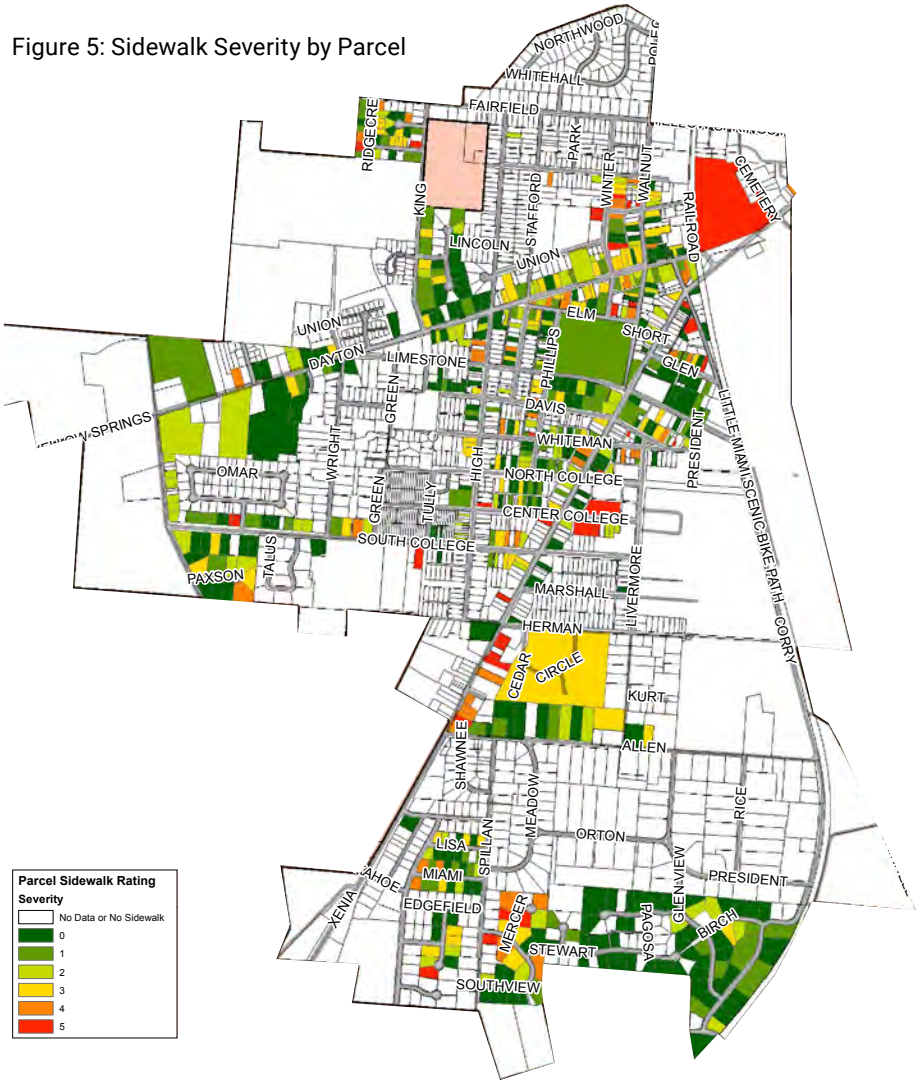


- National SRTS
- Mills Lawn K – 6
- McKinney 7, 8
- Antioch School preK – 6

The Path Forward: A Report on Village Sidewalks (2015)

The Village completed a sidewalk study in 2015 that culminated in a report titled The Path Forward: A Report on Village Sidewalks that sought to understand the quantity and quality of pedestrian infrastructure village-wide, and identify steps to improve sidewalk condition, which involved examining the benefits and costs of various funding and repair strategies. A map of sidewalk severity (Figure 5) was produced as part of the report.

Figure 5: Sidewalk Severity by Parcel



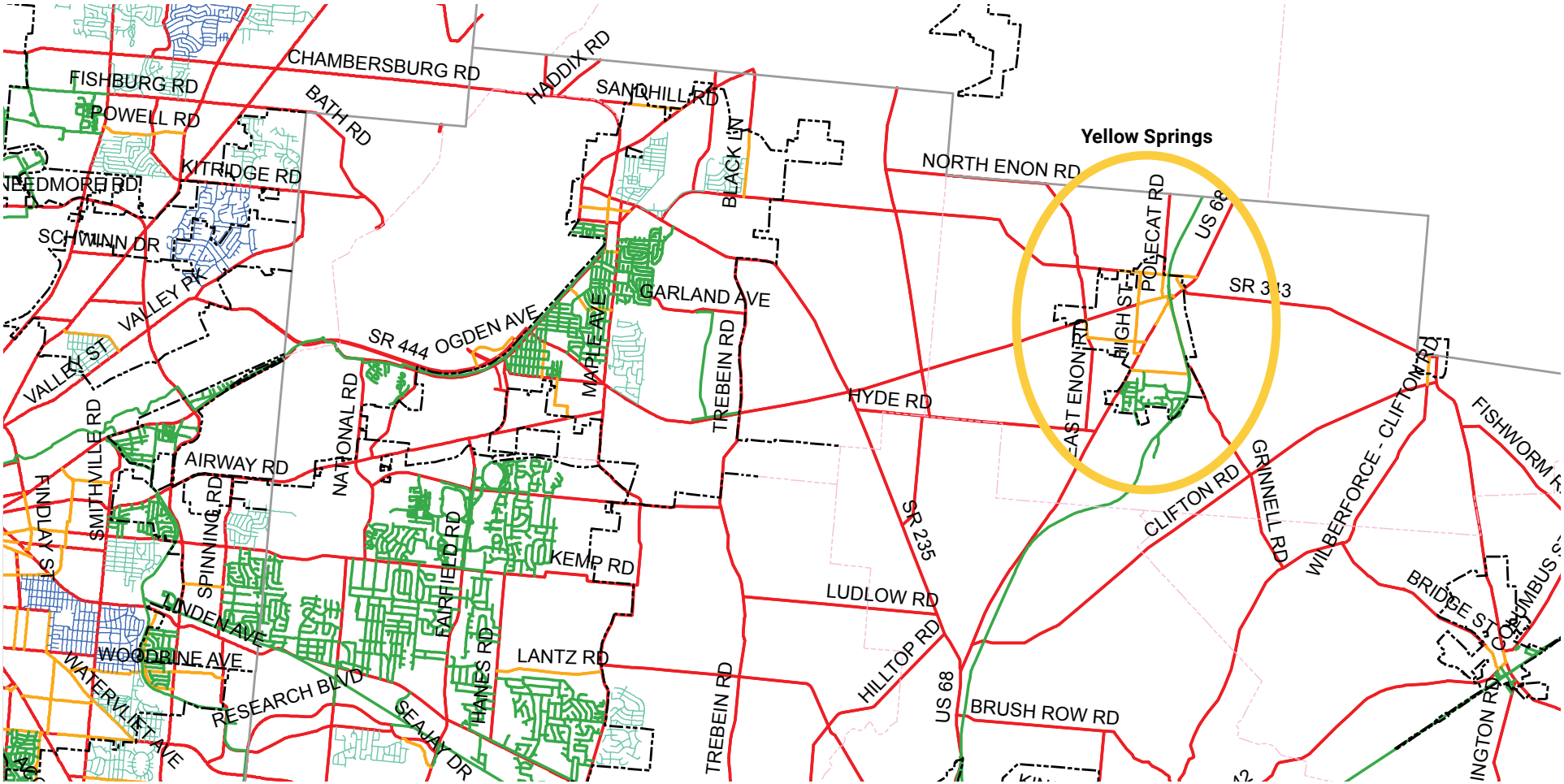
Miami Valley Bike Plan Updated (2015)

This plan by the Miami Valley Regional Planning Commission (MVRPC) was an update to the 2008 Comprehensive Local-Regional Bikeways Plan. It builds upon the 2008 plan by increasing its focus on on-street facilities, such as bike lanes.

The MVRPC conducted a Level of Traffic Stress (LTS) assessment on all roads within the study area, a bicycle-planning tool that uses the number of travel lanes, speed limit, presence and width of bicycle facilities and other roadway features to determine bicyclist comfort levels. Figure 6 shows the resulting map: all roadways are scored based on how comfortable they are for different types of bicyclists: LTS 1 (All Ages and Abilities), LTS 2 (Mainstream Adults), LTS 3 (Enthused and Confident Bicyclists), and LTS 4 (Strong and Fearless Bicyclists).

The goal of conducting an LTS analysis is to help develop a network of low-stress/high-comfort bikeways that connect communities to local destinations safely and directly. The plan developed a Vision Map of bikeways across the region, including Yellow Springs, but does not make specific facility recommendations for these streets.

Figure 6: Yellow Springs Area Level of Traffic Stress



Village Complete Streets Policy (2017)

The policy was adopted in December 2017 and aims to make the Village's transportation system "more complete" by taking advantage of "opportunities presented by necessary reconstruction and expansion of the system whenever practicable." The policy stipulates:

> *All current and projected users of the public right-of-way should be able to safely and conveniently reach their destinations along and across a street, road or trail, regardless of their physical ability or chosen mode of transportation, in order for that street or road to be considered complete.*

The policy highlights the active transportation benefits of Complete Streets by emphasizing environmental, public health, economic development, and quality of life improvements. The policy includes the following quantitative performance measures, some of which are included in this Plan, in addition to qualitative measures, like surveys of road users.

- Linear feet of new and repaired ADA complaint sidewalks.
- Linear feet of new and repaired curb ramps installed.
- Total number and type of crosswalk and intersection improvements.
- Total number of new transit stops and routes.
- Rates of ridership on transit routes.
- Total number of crashes, injuries and fatalities by mode, as available.
- Rates of children walking, biking or rolling to school.
- Total number of off-street bicycle routes.
- Total number of new on-street bicycle routes, defined by streets and roads with clearly marked or signed bicycle accommodations.

The MVRPC played a significant role in this effort. It led the public involvement activities for policy development, and the Village's policy was modeled on the MVRPC's 2011 award-winning Complete Streets policy.

This man is demonstrating bicycling as a form of transportation, not just recreation (source: Karen Wintrow).

Bicycle parking (source: Karen Wintrow).

CHAPTER 2

EXISTING CONDITIONS

Existing Active Transportation Facilities

Sidewalks

The Path Forward: A Report on Village Sidewalks found that there were 17.2 miles of sidewalk in the village in varying condition, as shown in Figure 5. The 2011 School Travel Plan estimated that 35% of the streets in the Village have sidewalks. Major streets like Dayton Street, Xenia Avenue, and West South College Street have sidewalks on both sides; while secondary streets in the Village core have sidewalks on one side; and other streets, mostly residential with the exception of Corry Street, do not have sidewalks at all.

Recently, the Village used a 2012 Safe Routes to School (SRTS) infrastructure grant to construct sidewalks along Yellow Springs-Fairfield Road between Fair Acres Road and Winter Street, and along Winter Street from Yellow Springs-Fairfield Road to Pleasant Street. The Village is also working with the Ohio Department of Transportation (ODOT) on constructing an "accessible loop" of sidewalks and curb ramps along Dayton Street, Xenia Avenue, South College Street, and Enon Road.

Sidewalks on Downtown Dayton Street (source: Karen Wintrow).

During fieldwork conducted in March 2018, the Project Team observed that the Village's existing sidewalks are generally narrow, and they tend to have standing water after rainfall. Root intrusion from mature trees in narrow tree lawns causes sidewalk panels to heave and crack, presenting tripping hazards and accessibility issues for people who use wheelchairs or other mobility devices. General sidewalk deterioration due to age was also present in most areas, except along Xenia Avenue north of Allen Street, most of the commercial core of the Village, and the SRTS project area. Many sidewalks do not have Americans with Disabilities Act (ADA)-compliant curb ramps or curb ramps of any kind. Missing curb ramps were noted across the Village; however the issue was particularly evident along Elm Street between Walnut Street and Phillips Street, where there are no curb ramps on either side of the street for children to use to access the Mills Lawn School campus, even though a sidewalk runs along the school-side of Elm Street.

Sidewalk repair and replacement prioritization is beyond the scope of this project, but the Village is aware of the importance of quality sidewalks in improving accessibility, increasing economic development, and protecting itself against liability for trip and fall as well as ADA civil rights lawsuits. The Village should endeavor to create a sustainable strategy for addressing its sidewalk accessibility issues in parallel with its pursuit of the recommendations made in this document.

Trails

The Little Miami Scenic Trail (LMST) runs along the eastern side of the Village and connects it to the larger Miami Valley Bikeway Network, billed as the nation's largest paved trail network with over 340 miles of trail. Village residents can bicycle to Springfield, Xenia, Dayton, Urbana, Cincinnati, Columbus, and beyond, all on trails. To the north of the Village, the Ellis Trail Spur provides a connection between the LMST and Ellis Park. In the southern part of the Village, Stewart Drive's cul-de-sac is connected by a trail to Glen View Road to provide an essential east-west pedestrian and bicycle connection.

The LMST is a major amenity for Village residents, but it is also the primary economic development driver for the area. During weekends and festivals, the Yellow Springs daytime population swells as out-of-towners shop and recreate in Village businesses

and patronize Village restaurants. Yellow Springs is very much a trail town. Trail towns are typically small, rural communities through which one or more recreational trails pass. Trail towns support trail users with services, promote trails to community members, and embrace trails as a resource to be protected and celebrated.

From 2015 to 2017, the Miami Valley Regional Planning Commission's (MVRPC) Regional Bikeway Counting Program estimated average daily totals of between 252 and 287 users on the LMST at count locations north and south of Yellow Springs, with estimated annual totals of over 107,000 users. Given that the Village's 2017 population was just over 3,700, these numbers illustrate the LMST's role as a regional destination, generating significant economic activity in Yellow Springs.

In addition to the LMST, which is a high-quality bicycle facility for north-south travel through the Village, Yellow Springs is also well-served by natural surface trails in adjacent Glen Helen Nature Preserve and John Bryan State Park.

Bikeways

Beyond the LMST, the majority of streets in the Village are low-speed and low-volume, comfortable for family bicycling. A Level of Traffic Stress (LTS) analysis completed by the MVRPC (Figure 6) identified Xenia Avenue, Dayton Street, Corry Street, State Route (SR) 343, Polecat Road, High Street, Enon Road, and Allen Street as roadways that are more stressful and may be difficult for less confident bicyclists to bike along or to cross, potentially deterring more trips being made by bike.

The Village has striped shared lane markings or "sharrows" on West South College Street and Xenia Avenue between the LMST and Limestone Street. These pavement markings let motorists know that they should expect bicyclists to be using the roadway, and by indicating where bicyclists should ride, help avoid "dooring" and other bicycle-car collisions. The Project Team observed that the sharrow pavement markings were faded in both locations. Community members indicated during public outreach for this plan that these markings should be refreshed, and that existing bicycle actuated signals should be recalibrated. There is also a "Bicycles May Use Full Lane" sign facing the southbound direction of Polecat Road just outside the Village boundary.

Riders on the Little Miami Scenic Trail (source: Karen Wintrow).

Riders in front of Yellow Springs Station on the Little Miami Scenic Trail (source: Karen Wintrow).

In addition to shared lane markings and signage, wide shoulders on US Route (US) 68/ Xenia Avenue can accommodate bicyclists, although they are not marked as bicycle facilities. Shared lane markings and signage can provide some assurance to confident bicyclists that their right to use the roadway is respected, but do little to make people of all ages and abilities comfortable traveling by bicycle on major streets.

State and US Bike Routes

Ohio is establishing a network of State and US and bicycle routes that will span over 4,000 miles of on-street bikeways and trails. Two routes are near Yellow Springs. The LMST is part of proposed State Bike Route (SBR) 23. It travels north to Springfield and Urbana. In Yellow Springs, it follows Corry Street past Antioch College and then continues south to Xenia. In 2017, the Village of Yellow Springs passed a resolution supporting SBR 23 as an officially designated AASHTO bicycle route. The Ohio to Erie Trail is part of US Bike Route (USBR) 21. It bypasses Yellow Springs but travels through nearby Xenia, connecting with Dayton and Columbus. Xenia, Cedarville, Greene County, and other nearby local jurisdictions have passed resolutions in support of USBR 21. Figure 7 shows existing and proposed facilities that are part of the State and US bicycle route proposed network.

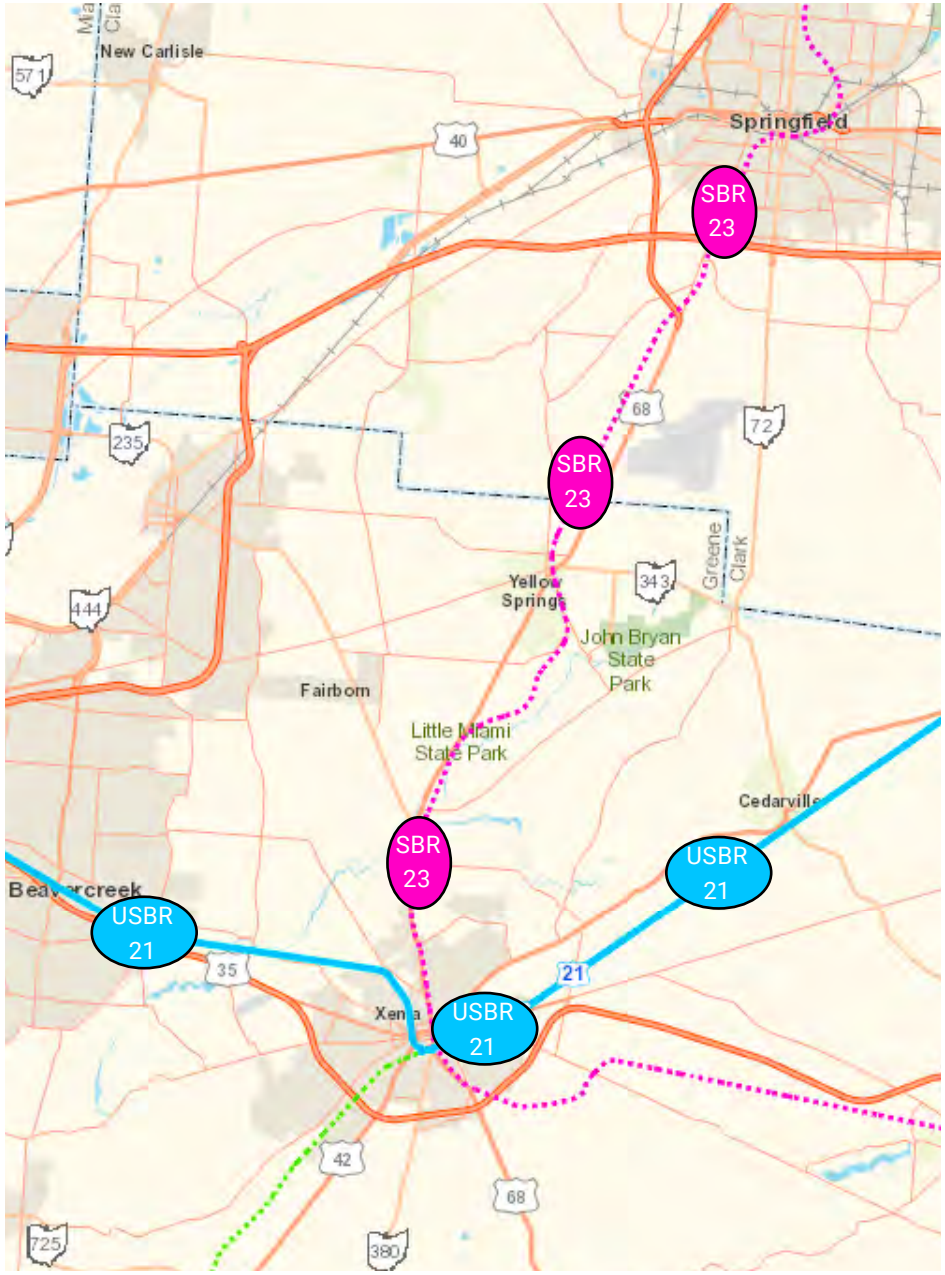
Crash Analysis

Five years of crash data were reviewed and mapped using ODOT's GIS Crash Analysis Tool; this exercise identified problem locations are for all road users, but especially for people walking and bicycling. During the time period reviewed (2014-2018), there were no fatal bicycle or pedestrian crashes within Village limits. Table 1 shows bicycle and pedestrian crash data for this time period. Crashes occurred at the following locations:

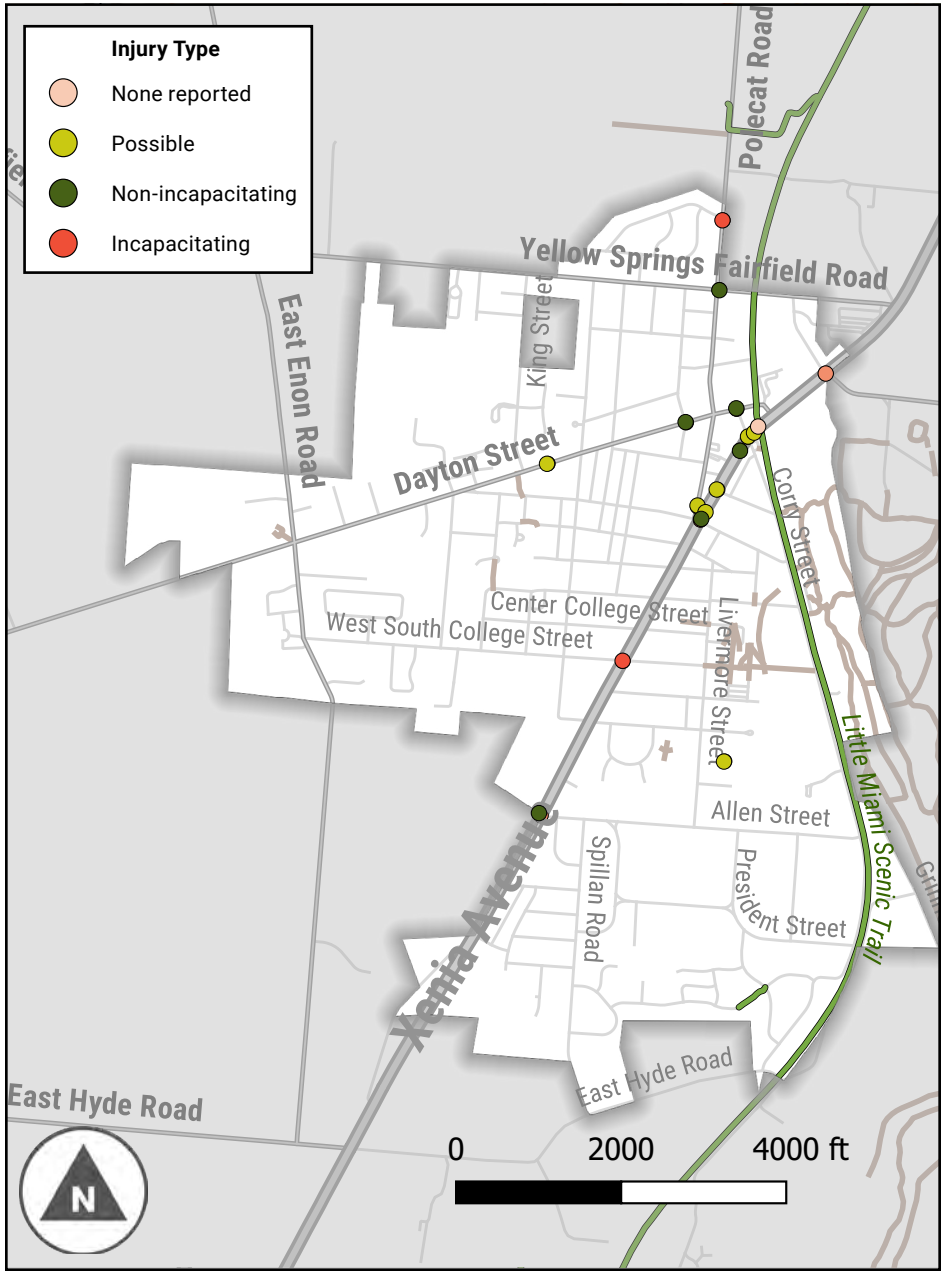
Table 1: Bicycle and Pedestrian Crash Data (2014-2018)

Injury Type	Instances
None reported	2
Possible	7
Non-incapacitating	6
Incapacitating	2
Total	**17**

Figure 7: State and US Bicycle Routes near Yellow Springs



- South Walnut Street north of east Limestone Street (1)
- Yellow Springs Fairfield Road east of North Walnut Street (1)
- Polecat Road south of Northwood Drive (1)
- Off-road, near the Antioch Commons Golf Course between Kurt and East Herman Streets
- Dayton Street between King and Corry Streets (3)
- Xenia Avenue between South College and Cemetery Streets (10)



A cluster of four crashes occurred on Xenia Avenue between Corry Street and the LMST, likely due to higher pedestrian and bicycle activity in this area because of the trail. In total, there were 240 crashes of all types within Village boundaries from 2014 to 2018.

Existing Programs and Policies

Effective active transportation programs and policies can increase walking and bicycling, even absent high-quality infrastructure. When that infrastructure already exists, as is the case in Yellow Springs, programming can act as a multiplier, spurring even more people to walk and bike for both recreation and transportation.

Active transportation planning and design can be broken down into 5 Es, with Equity as a prioritizing factor throughout: Education, Encouragement, Enforcement, Engineering, and Evaluation. Of these, all but Engineering – the actual design and construction of improvements to the built environment that improve safety and accessibility for people walking and bicycling – involve programming.

Education is the array of programs that teach people of all ages how to walk and bike safely.

Encouragement programs are those that get people excited about walking and bicycling, either by providing incentives for developing walking and bicycling habits or

by creating venues for walking and bicycling, like hosting a "fun run" or 5k race.

Enforcement programs help deter unsafe behaviors by people using all travel modes. In certain contexts, this may mean having a Trail Ranger program where volunteers draw user attention to inappropriate or unsafe uses of the trail. In other places, it may mean having law enforcement officers create speed enforcement zones to deter dangerous driving and share information about the rules of the road. Law enforcement officers must apply traffic laws consistently and equitably to ensure safe roads for all users.

Evaluation and planning programs include bicycle and pedestrian counts, crash analysis, and other efforts that help communities develop a sense of progress around active transportation performance measures. One popular evaluation method is to conduct pre- and post-installation pedestrian and bicycle counts when a new piece of active transportation infrastructure is installed to measure its effect on local mobility, and help make the case for additional investments.

Organizations in and around Yellow Springs already offer programs that address several of the Es. Many programs span multiple Es, like education and encouragement. It is important to review current programs and policies, shown in Table 2, to help the Project Team understand where programming gaps may exist, so they can be addressed in the Plan recommendations.

Education

Yellow Springs Schools is conducting most of the active transportation educational programming in the Village. Safe Routes to School (SRTS) programs are generally a major element of a successful community's educational strategy, and Yellow Springs is no exception. Yellow Springs Schools conducts two major educational programs every year that involve bicycling. The "Into the Wild" program takes seventh grade students on a three-day bicycle trip along the LMST. The focus of the trip is project-based learning about aspects of the school curriculum, including math and science. Third and fourth grade students have a shorter "Bike Hike" on the trail south of Yellow Springs toward Xenia. **The Yellow Springs Police Department** staffs these excursions and teaches bicycle safety.

In addition to these programs, the 2011 Yellow Springs School Travel Plan recommended educational programming, including developing route maps for students to walk and bicycle to school and pedestrian safety lessons led by the school nurse. Route maps were developed using a $15,000 grant for educational outreach.

From discussions, we learned that the success of the Village SRTS effort has helped spawn the Village Active Transportation Committee and sparked interest in the fledgling **Bike Yellow Springs** group, a chapter of **Bike Miami Valley**.

Greene CATS Public Transit provides both demand-responsive scheduled rides and community based flex routes throughout Greene County and with limited service to Montgomery County. Greene CATS vehicles have front-mounted bike racks to facilitate multi-modal trips. Greene CATS also has a Mobility Management program that offers Travel Training to individuals and groups to teach them about mobility options across the County. This Training has been offered at the Senior Center and at the middle/high school. In addition, Greene CATS has offered Street Smarts training at both locations to reinforce safe pedestrian travel behavior. There is a classroom portion of this training, and a portion spent walking around Yellow Springs with a police escort. Greene CATS has offered to collaborate with Yellow Springs Schools on providing Street Smarts programming tailored to specific ages.

While the **Police Department** does not have formal bicycle education programming beyond participating in the Into the Wild program, it is considered locally to be walking and bicycling-friendly. The Department has six bicycle officers (60% of its personnel) certified by the International Police Mountain Biking Association, typically deployed during festivals and events. The Police and Fire Departments are in a good position to champion outreach centered around safety, education, and enforcement.

The Bicycle Enhancement Committee was the predecessor of the Active Transportation Committee. This Committee used to stage a bicycle rodeo education program for residents, but this activity no longer occurs.

Encouragement

Greene County has an extensive park trail program with educational material on proper etiquette and operations. They also help to program several events centered around walking, hiking, and biking at their facilities. Every year in June, **Greene County Parks and Trails** hosts the Green Trails Cycling Classic featuring a different trail every

day for four days. Additionally, there are regular Night Rides and Morning Miler rides hosted on the five paved trails that comprise the Green County trail network. Several seasonal hikes are hosted throughout the year, some in association with educational opportunities, and there are seasonal summer camp and scouting opportunities for children.

Glen Helen Nature Preserve offers nearly 100 programs every year, many utilizing the existing trails. It has approximately 15 miles of footpath trails of varying materials connecting to both John Bryan State Park and the Clifton Gorge State Nature Preserve. Additionally, the Buckeye Trail and North Country Trail are accessible via Glen Helen Nature Preserve. The Buckeye Trail is a 1,440-mile hiking trail circling the state of Ohio. The North Country National Scenic Trail is the longest in the National Trails System, stretching 4,600 miles over seven states. The Glen Helen Nature Preserve's main office location at 405 Corry Street is located off the Little Miami Scenic Trail, and the main parking lot is often utilized as a staging point for cycling on the trail.

Glen Helen Nature Preserve has also been working with Greene County, Yellow Springs, Clifton, and ODOT to evaluate a potential shared use path to the north of the preserve, connecting Yellow Springs with Clifton, along with improvements to the Preserve parking lot at the north end to improve limited mobility access and parking. A recommendation to build the trail is included in this Plan. A preliminary alignment concept plan and planning-level cost estimates are already underway.

In Fall 2017, the **Yellow Springs Senior Center**, the **Greene County Council on Aging**, and the Alzheimer's Association used $25,000 in funding from the Dayton Foundation, in conjunction with additional funding from the Yellow Springs Foundation, to implement Dementia-Friendly Yellow Springs. This effort researched programs and advocacy focused on providing safer and clearer accommodations for seniors. The Yellow Springs Senior Center also provides appointment-based on-demand transportation services during the week, in addition to promoting active transportation events such as hikes at Glen Helen Nature Preserve and Morning Miler bicycle rides through their Facebook feed and blog.

A bike sharing program or co-op can be seen as both an infrastructure program and an encouragement activity because it lowers the barrier to bicycling by making it unnecessary to own or maintain a bicycle. **Antioch College** has implemented an on-campus bicycle co-op program which allows students to check out bikes. Twenty-five bicycles are available free of charge to students, faculty, and staff on a first come, first serve basis from designated bike racks around campus. An annual budget of $1,000 provides tools, equipment, and parts. Community donations and the police department's abandoned bike auction program supplies the bicycles, which are painted red and identified as Antioch College bicycles. A student is hired each term to manage the fleet with Antioch College Facilities Staff support.

The **Rails-to-Trails Conservancy** hosts an annual Opening Day for Trails event which celebrates the beginning of spring trails season. In 2018, the local Rails-to-Trails office cohosted it with the **Yellow Springs Chamber of Commerce,** the **Black Pug Bike Repair Shop, The Village Cyclery, Yellow Springs Brewery,** the **Village of Yellow Springs, Greene County Public Health, and Miami Township Fire-Rescue.** In addition to promoting active transportation, **Greene CATS** taught people how to mount a

Table 2: Summary of organizations that support active transportation

Responsible Organization	Education	Encouragement	Evaluation
Active Transportation Committee			
Antioch College		◆	
Bike Miami Valley	◆	◆	
Bike Yellow Springs			
Glen Helen Nature Preserve		◆	
Greene CATS	◆		
Greene County Council on Aging		◆	
Greene County Parks and Trails		◆	◆
Greene County Public Health	◆		
Local Bicycle Shops		◆	
Miami Township Fire-Rescue		◆	
Miami Valley Regional Planning Commission		◆	◆
Police / Fire & Rescue	◆		
Yellow Springs Chamber of Commerce	◆	◆	◆
Yellow Springs Schools		◆	
Yellow Springs Senior Center		◆	
Village of Yellow Springs			◆

bicycle on a bus rack, and **Greene County Public Health** led Bike Safety Games. Often, encouragement and educational activities overlap at the same events.

Other events the Chamber of Commerce promotes include the semiannual Yellow Springs Street Fair, which has been ongoing for 40 years. At this event, bicycle parking demand is so high that bike valet parking has been provided by Bike Miami Valley for the last seven years. With upwards of 350 miles of interconnected trails in southeastern Ohio, the Yellow Springs Street Fair is a strong bicycle destination with thousands of riders.

Local destinations such as Young's Jersey Dairy and Yellow Springs Brewery also sponsor bicycle-accessible events and charity rides. Two newer groups, the Active Transportation Committee and Bike Yellow Springs are both active in the Village, but they have not yet started regular programming.

Enforcement

No enforcement activities were identified beyond standard public safety practices.

Evaluation

Bicycle and pedestrian count information is available from **Greene County Parks and Trails** for the Little Miami Scenic Trail south of the Ellis Spur Bikeway and north of the Riding Centre on East Hyde Road for 2014 through 2016. There are additional bicycle count data from 2015 along the trail north of Grinnell Road. No other pedestrian or bicycle counts were available along other corridors in the Village. Student travel tallies and a parent survey were completed in 2009 as part of the 2011 School Travel Plan. Beyond this, no survey data were found documenting public perception of active transportation improvements.

CHAPTER 3

PUBLIC OUTREACH PROCESS

Introduction

Public outreach was an essential tool in the plan development process. Involving the public builds trust in the planning process and improves the overall quality of the findings. Two primary means of public involvement were used during plan development: project advisory team and public meetings and events.

Project Advisory Team

The Village's Active Transportation Committee, a group of residents interested in improving active transportation in Yellow Springs, was a key supporter of the Village's application to ODOT for technical assistance for plan development. Committee members have regularly participated in the plan process as the Project Advisory Team, providing initial impressions of Village needs and perceptions of community attitudes toward active transportation. Early on, team members assisted the Project Team in understanding past and ongoing active transportation programming and capital projects, and helped gather existing planning documents and essential spatial data. The Project Team and the Village's Project Lead first met with a subset of the Advisory Team on December 12, 2017 to develop an understanding of goals and identify a desired timeline, as well as to communicate about data needs. A subsequent kickoff meeting with the full Advisory Team occurred on January 23, 2018, which detailed the project schedule, role of the Advisory Team, a community engagement strategy, and next steps. The next Advisory Team meeting was held on March 28, 2018, and focused on a review of observed issues the Project Team encountered during March 27 fieldwork, and the existing active transportation programming occurring in the Village and its surroundings. At this meeting, the Project Team explained the upcoming community mapping pop-up event format and dates, and received feedback from the Advisory Team. Another Advisory Team meeting was held on May 23, 2018 to review feedback from the community mapping pop-up events and to discuss the draft facility and programmatic recommendations, including identifying priority projects. The final Advisory Team meeting was held on June 27, 2018 to finalize the set of recommendations and identify an implementation strategy and parties responsible for moving projects forward.

Community Pop-Up Mapping Events

To gather feedback from the Yellow Springs community on important walking and bicycling routes, as well as barriers to walking and bicycling, the Project Team held several mapping events. Called "pop-up" events, the Project Team set up tables and poster boards with information about the plan and maps for the community to add linework and recommendations at Village events where there were large groups of people present. In this way, the Project Team brought the planning process to the community, rather than developing and promoting standalone events that may not attract a wide cross-section of attendees.

The first mapping event took place as part of the Opening Day for Trails event on April 7, 2018 at the train station on the LMST. At this event, the Project Team gathered valuable information on the quality of existing facilities, such as the West South College Street bike path, where new sidewalks would be helpful, that bike parking is needed along Xenia Avenue, and many other points.

The second mapping event was during Walk and Bike to School Day on May 9, 2018 on the Mills Lawn School campus. The Project Team connected with many Mills Lawn students and parents about traffic safety issues and where facility improvements are needed, both to aid in walking and bicycling to school, but also general active transportation connectivity within the Village and other places.

The Advisory Team used the same maps and other materials to gather community feedback at the Yellow Springs Farmer's Market on two occasions in May 2018. The Village also hosted a booth at the 2018 Yellow Springs Street Fair that included the recommendations and renderings of three proposed projects.

Open House

An Open House was held on June 27, 2018 to share draft infrastructure and programming recommendations with the community. The dual goals of the Open House were to inform community members about the plan and gather feedback on which projects were the most important and should be prioritized for conceptual graphic development by the Project Team. The Open House also featured a hands-on activity where attendees could reimagine the West South College Street cross-section by placing elements like sidewalks, bike lanes, and landscaping within the street's right-of-way. Feedback on plan recommendations from this open house helped the Project Team work with the Advisory Team to revise the draft active transportation plan.

Maps and public feedback from all public engagement events can be reviewed in Appendix A.

Opening Day for Trails pop-up mapping booth.

Open house.

CHAPTER 4

RECOMMENDATIONS

Introduction

The Project Team developed infrastructure, programming, and policy recommendations by drawing on existing Yellow Springs plans, field review of existing conditions for active transportation, discussions with the Advisory Team, and feedback from the Yellow Springs community. The recommendations section is divided into three parts: infrastructure, which includes linear improvements and spot improvements; programming, including example programs from other communities; and policy.

Infrastructure Recommendations

Infrastructure recommendations were separated into two groups based on whether the proposed facility served active transportation trips within the Village or connected the Village to surrounding amenities and communities. The tables on the following pages highlight first the regional projects (Table 3) and then the local ones (Table 4). Table fields provide information on the corresponding map identification number (IDs starting with “S” are spot improvements; those starting with “L” are linear improvements), project extents, description, and if Advisory Team members thought the project was a priority. Infrastructure recommendations are shown in Figure 8 and Figure 9.

Projects are assigned one of three priority levels:

1. Short-Term (1-2 years)
2. Medium-Term (3-5 years)
3. Long-Term (6-10 years)

The priority assigned to a given project is based on the amount of support the project received form the advisory team. All Safe Routes to School-eligible projects were assigned Level 1 priority to support the Village’s SRTS grant application. Projects that were not ranked or considered by the advisory team are not assigned a priority. Map identification number is unrelated to priority, and is related to the recommendation’s location on the corresponding map. More information on prioritization is included in Chapter 5. Possible funding sources are also listed for each project, and are described in more detail in Chapter 5.

Figure 8: Regional Infrastructure Recommendations

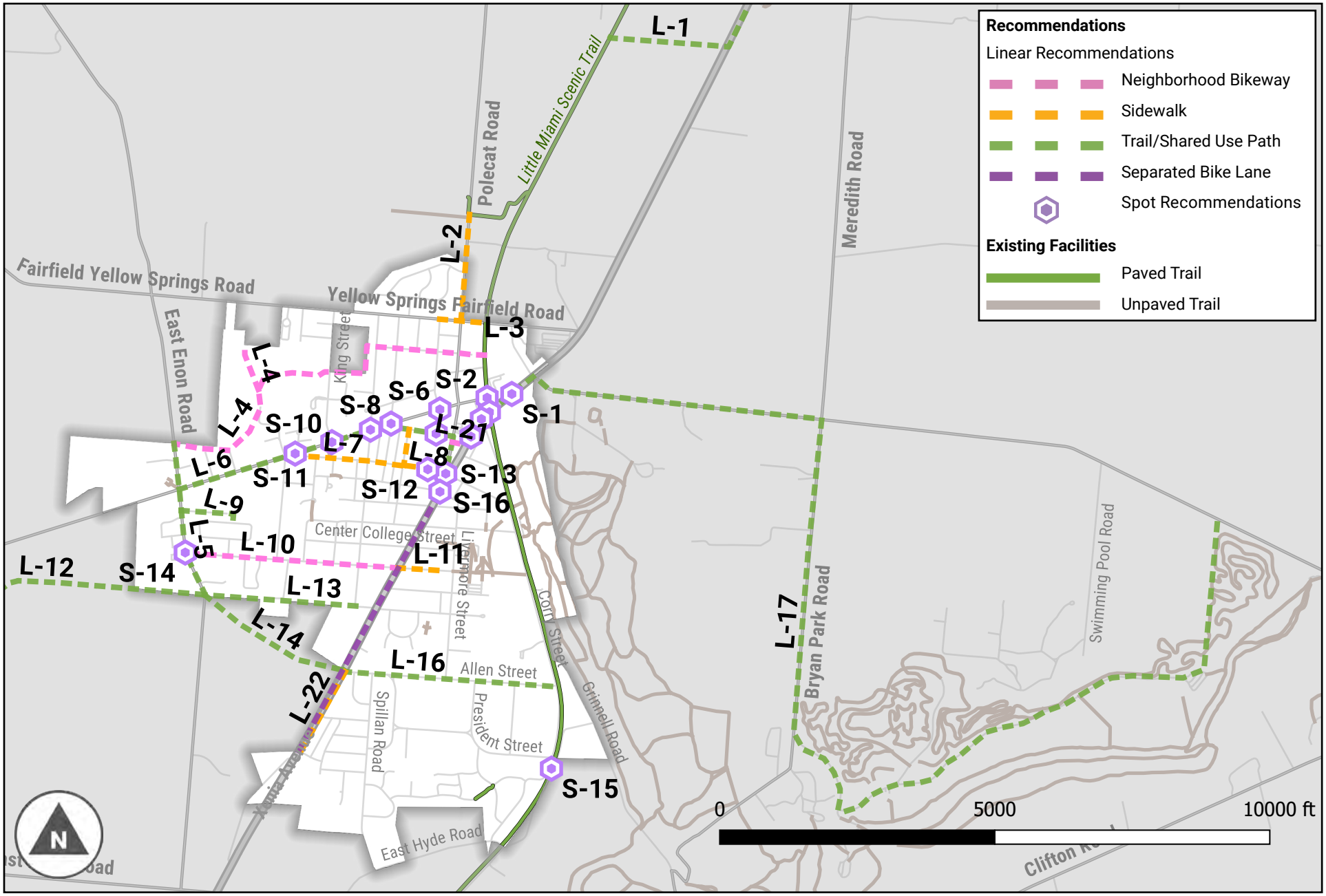


Figure 9: Local Infrastructure Recommendations

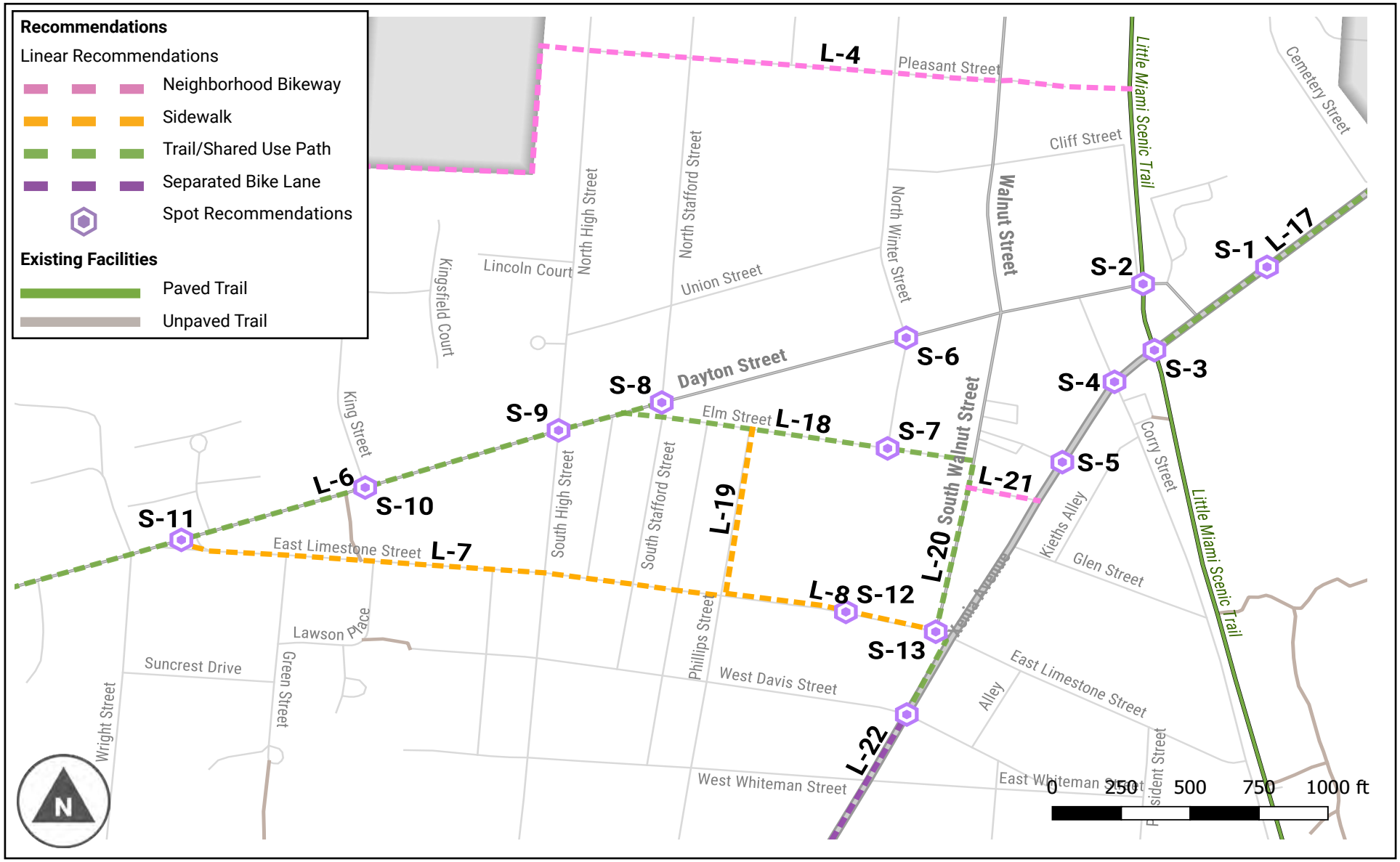


Table 3: Regional Infrastructure Recommendations

Map ID	Location	Recommendation	Description	Priority	Possible Funding Sources
L-1	Trail from LMST to Young's Jersey Dairy	New Trail	This spur trail north of the Ellis Park Spur Trail would provide a low-stress connection between the Village and Young's Jersey Dairy. This is a major regional tourist attraction, and there is not currently a comfortable route to walk or bicycle there for people of all ages and abilities. Building this trail would provide that connection, allowing Yellow Springs residents or visitors to take advantage of the activities at Young's Jersey Dairy while avoiding US 68. The recommendation includes a trail crossing of US 68 with signage and flashing lights to alert drivers to trail users' presence. A viable alternative recommendation is a two-way separated bike lane on US 68 to Young's Jersey Dairy.	1	
L-17	SR 343 from Xenia Avenue to Clifton	New Trail	This trail would connect the Village to Clifton along the northern edge of Glen Helen Nature Preserve and through John Bryan State Park. This alignment is currently undergoing conceptual design.	2	
L-2	Polecat Road from Yellow Springs-Fairfield Road to Ellis Park	New Sidewalk	Extending from Yellow Springs-Fairfield Road, this sidewalk would provide a dedicated pedestrian connection between the Village and Ellis Park.	-	
L-12	Trail from Enon Road to Agraria	New Trail	Constructing a trail connection between Agraria and the education campus would help facilitate educational opportunities for Yellow Springs students so they can involve themselves more easily in Agraria's sustainability and community resilience programming.	-	

List of Funding Source Acronyms

CMAQ – Congestion Mitigation and Air Quality
COTF – Clean Ohio Trails Fund
GSCP – Green Space Conservation Program
HSIP – Highway Safety Improvement Program
MVRPC – Miami Valley Regional Planning Commission
ODNR – Ohio Department of Natural Resources
ODOT – Ohio Department of Transportation
OPWC – Ohio Public Works Commission
SRTS – Safe Routes to School
TA – Transportation Alternatives

Priority Levels

1. Short-Term (1-2 years)
2. Medium-Term (3-5 years)
3. Long-Term (6-10 years)

Table 4: Local Infrastructure Recommendations

Map ID	Location	Recommendation	Description	Priority	Possible Funding Sources
S-4	Xenia Avenue at Corry Street	Intersection Redesign	This intersection should be redesigned to reduce the turning radius on the northeast corner. This treatment helps improve safety for people of all ages and abilities by reducing the amount of time people are crossing the street and reducing driver turning speeds. The Village should also consider a raised crosswalk on the southern leg of this intersection to provide a final gateway element for the commercial core. If this intersection is completely redesigned, the Village could consider a raised intersection treatment, essentially elevating the intersection to sidewalk-level.	1	
L-6	Dayton Street from Enon Road to Elm Street	Shared Use Path Reconstruction	This sidepath on the eastbound side of Dayton Street is a unique transportation legacy of Yellow Springs. The sidepath should be reconstructed together with the existing sidewalk as a shared use path to provide bicyclists an alternative to sharing the road with motor vehicles on Dayton Street. Particular care should be given during reconstruction to the sidepath's intersection crossings. The Village should consider using raised crossings to maintain the trail surface across minor intersections. This would improve safety for shared use path users by encouraging minor street yielding and slowing drivers turning from Dayton Street. It would also have traffic calming effects that would benefit all road users.	1	
L-10	West South College Street from Enon Road to Xenia Avenue	Neighborhood Bikeway	The current street configuration does not lend itself to reconstructing the westbound sidepath in the same way as on Dayton Street (L-6) due to the mature trees between the sidepath and the sidewalk. In the short term, the Village should consider installing chicanes, signage, and other treatments to make this corridor a neighborhood bikeway. In the long term, as trees need to be removed, the Village should prepare to reconfigure the corridor's public space such that high quality dedicated pedestrian and bicycle facilities can be provided. With 60 feet of width, the corridor could have two ten-foot travel lanes, two eight-foot separated bike lanes, two six-foot sidewalks, and still have a six-foot area for landscaping on either side.	1	
S-3	Xenia Avenue at LMST	Improved Trail Crossing	Construct a pedestrian median island for the LMST with overhead warning signage and a Rectangular Rapid Flashing Beacon (RRFB). This treatment serves to slow drivers entering the commercial center of Yellow Springs and allows trail users to cross one lane of traffic at a time. A phased approach could be used to install the overhead signage and RRFB first, followed by the median island. Space for the median island can be obtained by restriping the existing paved shoulders as part of the travel lanes.	1	

Map ID	Location	Recommendation	Description	Priority	Possible Funding Sources
S-2	Dayton Street at LMST	Improved Trail Crossing	Construct a raised crossing for the LMST with overhead signage warning signage and a RRFB. Signage for drivers and trail users at this location should be adjusted to indicate that Dayton Street traffic should yield to trail users. This treatment serves to prioritize trail users and slow drivers entering the commercial center of Yellow Springs. A phased approach could be used to install the overhead signage and RRFB first, followed by the raised crossing if yielding compliance does not improve.	1	
L-8	Limestone Street from South Walnut Street to Phillips Street	New Sidewalk	A sidewalk should be installed on the north side of Limestone Street between South Walnut Street and Phillips Street to help students safely access school grounds.	1	
S-7	Winter Street at Elm Street	Traffic Calming/ Crossing Treatments	This is the intersection immediately adjacent to Mills Lawn School, but there is no accessible way to cross the street. All curb ramps at this location should be reconstructed and curb ramps should be built on the Mills Lawn side to connect the existing sidewalk to the crosswalk. Curb extensions should be installed into the parking lanes to shorten crossing distances, improve visibility, and slow turning drivers.	1	
L-7	Limestone Street from Dayton Street to Phillips Street	New Sidewalk	Limestone Street from Dayton Street to Phillips Street is a major sidewalk gap in the Village's pedestrian network. Installing a sidewalk in the eastbound direction would make it easier and safer for students to walk to Mills Lawn School and for all residents to travel to the downtown area. This recommendation was frequently mentioned by the Advisory Team and in community mapping sessions.	1	
L-18	Elm Street from Dayton Street to Short Street	New Shared Use Path	The Dayton Street Shared Use Path (L-6) should continue onto Elm Street along the north side of Mills Lawn School and connect to the commercial core via Short Street (L-23).	1	
L-19	Phillips Street from Limestone Street to Elm Street	New Sidewalk	This sidewalk on the eastern side of the street helps complete an accessible perimeter around Mills Lawn School.	1	
L-20	Walnut Street from Short Street to Limestone Street	New Shared Use Path	This shared use path on the western side of Walnut Street helps complete an accessible perimeter around Mills Lawn School. It is also recommended to convert Walnut Street to one-way traffic southbound. This change would improve circulation during pick-up and drop-off times. Back-in angled parking on the west side of the street would buffer people on the shared use path from adjacent traffic. Back-in parking is preferable to head-in parking because it improves driver sight lines, directs vehicle occupants away from the street when they open their doors, and makes loading/unloading safer.	1	)

Map ID	Location	Recommendation	Description	Priority	Possible Funding Sources
S-6	Dayton Street at Winter Street	Traffic Calming/ Crossing Treatments	The new sidewalks on Winter Street make this location very important to access Mills Lawn School and central Yellow Springs in general. Motorists do not heed current signage to yield at this location, and a more robust approach is necessary from a safety perspective. This location would be well-served by several treatments: • Curb extensions at all corners to shorten crossing distances, improve visibility, and slow turning drivers • A raised crossing at the eastern leg of the intersection to connect the new sidewalk across Dayton and emphasize pedestrian priority • RRFB or other treatment to warn drivers that pedestrians are entering the roadway Each of these treatments would make this intersection safer and help enhance the gateway into the Yellow Springs commercial area. With no traffic control between Enon Road and Walnut Street, motorists tend to drive quickly along this corridor, causing safety issues and reducing quality of life.	1	
S-5	Xenia Avenue at Emporium	Midblock Crossing with Curb Extensions	Pedestrians regularly cross the street at this location midblock. This treatment makes it safer and more convenient to do so by extending the sidewalk to the edge of the parking lane. Curb extensions improve visibility for both drivers and pedestrians and reduce crossing distance. The Village should also consider a raised crosswalk at Xenia Avenue and Short Street to enhance pedestrian right-of-way and slow drivers.	2	
L-4	Pleasant Street from Enon Road to LMST	Neighborhood Bikeway	The potential Glass Farm development is a unique opportunity to improve bicycle connectivity in the northern part of the Village. This recommendation, which could be completed in phases, envisions Pleasant Street as a bicycle boulevard with traffic calming treatments, stop signs at most cross streets for uninterrupted flow, and wayfinding signage. Initially, this bikeway could travel between North High Street and the Little Miami Scenic Trail, but in time, it could be extended to King Street, then the internal circulation of Glass Farm, and on to Enon Road. The connection provides an alternative to bicycling on Dayton Road to access the LMST and the Village's commercial areas.	2	

Map ID	Location	Recommendation	Description	Priority	Possible Funding Sources
S-11	Limestone Street at Dayton Street	Intersection Redesign	Redesign this intersection so the two streets meet at a 90-degree angle. The current configuration encourages high speed turns from Dayton Street to Limestone Street eastbound. Regular, right-angled intersections improve visibility for all users and reduce travel speeds.	2	
L-11	East South College Street from Xenia Avenue midway to Livermore Street	New Sidewalk	There is a sidewalk gap in the westbound direction from Xenia Avenue midway to Livermore Street. A new sidewalk here would provide a pedestrian connection on this corridor to Antioch College.	3	
S-8	Stafford Street at Dayton Street	Traffic Calming	The parking lanes at this location make the street seem wide, which encourages faster speeds. Install curb extensions at all corners to visually narrow the street, slowing drivers, shortening crossing distances, and improving visibility. Curb extensions can act as a gateway treatment to help drivers understand that they are entering a downtown area where slower speeds and increased attention are necessary.	3	
S-9	High Street at Dayton Street	Traffic Calming	The parking lanes at this location make the street seem wide, which encourages faster speeds. Install curb extensions at all corners to visually narrow the street, slowing drivers, shortening crossing distances, and improving visibility. Curb extensions can act as a gateway treatment to help drivers understand that they are entering a downtown area where slower speeds and increased attention are necessary.	3	
S-15	LMST at Riding Centre	Pavement Markings and Signage	According to the community pop-up mapping events, motorists turning from Hyde Road or Corry Street may not be aware of trail users, creating an unsafe situation. Signage and pavement markings should be added to make motorists aware of the trail crossing.	3	
L-3	Yellow Springs-Fairfield Road from Winter Street to LMST	New Sidewalk	This sidewalk extends from the recently completed sidewalk on the south side of Yellow Springs-Fairfield to connect to the Polecat Road sidewalk recommendation (L-2) and the LMST overpass. Currently, the overpass has steps down to the road, but no sidewalk or safe accommodation. The Village may consider replacing the steps with a ramp to improve accessibility.	3	
L-5	Enon Road from Dayton Street to southwestern Village boundary	Shared Use Path Reconstruction	This recommendation involves reconstructing an existing sidepath on the southbound side of Enon Road between Dayton Street and the southwestern Village boundary, in addition to constructing a new shared use path between Dayton Street and the eventual end of the Pleasant Street Neighborhood Bikeway (L-4). The sidepath should be built to current standards, allowing comfortable travel for people on foot, bicycle, and accessibility devices in both directions. Specific widths can be identified as part of the design process.	3	

Map ID	Location	Recommendation	Description	Priority	Possible Funding Sources
L-14	Trail from Enon Road to Allen Street	New Trail	This is a conceptual alignment for a trail between these two locations should this land ever become part of Yellow Springs and be developed. The Village should preserve a corridor to develop this trail if the opportunity presents itself.	3	
L-15	Xenia Avenue from Allen Street to Kahoe Lane	Sidewalk Reconstruction	South of Allen Street, the sidewalk on the northbound side of Xenia Avenue is narrow and in disrepair. These conditions make it difficult to access Dollar General and other stores on this corridor and for residents in southern Yellow Springs to access more central amenities, especially if they use scooters or wheelchairs.	3	
L-16	Allen Street from Xenia Avenue to LMST	New Shared Use Path	This shared use path in the westbound direction on Allen Street would better connect people across the lower portion of the Village. The shared use path would feed into the pedestrian/bicycle connection through new development (L-14) and to the education campus along L-5.	3	
L-21	Short Street from Walnut Street to Xenia Avenue	Shared Street	Open Short Street to people by prohibiting cars other than delivery vehicles. Program the space with tables and chairs and consider other placemaking features. Bicycle parking, especially dimensioned for bicycles with trailers or cargo bikes, should be provided. This space also provides a connection for pedestrians and bicyclists from the path along Elm Street (L-18) to the commercial core. Closing this street to cars would also improve the safety of arrival and dismissal at Mills Lawn School by changing local circulation patterns.	3	
S-10	Dayton Street at King Street	Traffic Calming/ Crossing Treatments	Add signage, a crosswalk, and curb extensions at this location to alert drivers that people will be crossing to access Bill Duncan Park and the Greene CATS flag stop.	3	
S-12	Mills Lawn School Dropoff Area	Traffic Calming/ Crossing Treatments	The existing crosswalk at Mills Lawn School should be converted to a raised crossing to reinforce pedestrian priority at this location.	3	
S-13	Walnut Street at Limestone Street	Traffic Calming	Curb extensions should be used at the northwest and northeast corners to tighten this intersection to reduce crossing distance for pedestrians and slow turning vehicles. The yield condition for southbound road users on Walnut Street should also be converted to a stop condition, which should increase pedestrian confidence when crossing at this location.	3	
S-16	Davis Street at Xenia Avenue	Traffic Calming/ Crossing Treatments	Curb extensions and enhanced crosswalks across Xenia Avenue should be installed at this location to help develop the southern gateway to the commercial center of the Village.	-	

Map ID	Location	Recommendation	Description	Priority	Possible Funding Sources
S-14	Enon Road at West South College Street	Intersection Redesign	This intersection should be redesigned to intersect at a perpendicular angle. Curb radii, particularly at the southeast corner, should be narrowed. Redesigning the intersection would improve safety for all road users by improving visibility and reducing crossing distance and driver speeds.	-	
S-1	Xenia Avenue from Cemetery Street to Dayton Street	Traffic Calming	Install landscaped curb extensions into the parking lane between Cemetery Street and Dayton Street to define the parking lane and visually narrow the roadway. This is a way to enhance the Village gateway by creating a sense of enclosure, informing motorists that they are entering an area where active transportation users have priority and should drive accordingly.	-	
L-22	Xenia Avenue from Davis Street to Kahoe Lane	New Separated Bike Lane	A two-way separated bike lane should be installed on the western side of Xenia Avenue. Between Davis Street and South College Street, space for the facility can be made from repurposing underused on-street parking. South of South College Street, consolidating shoulder space from both sides of the road can make space for the bicycle facility.	-	
L-23	Xenia Avenue from Davis Street to Limestone Street	New Shared Use Path	A shared use path should be installed to connect the northern terminus of the Xenia Avenue Separated Bike Lane (L-22) to Limestone Street and Mills Lawn School. This approach maintains existing parking in front of the Library.	-	
L-13	Herman Street from High Street to Enon Road	New Trail	This proposed facility uses an existing natural surface path to Gaunt Park from South High Street and continues the path to Enon Road. At the western end, trail users would be able to continue onto Agraria (L-12) or the education campus (L-5).	-	
L-9	Trail from Omar Circle to Enon Road	New Trail	This trail along a right-of-way to the north of the development would provide an additional route for Omar Circle residents to enter and exit, improving their access to local amenities. This recommendation was suggested at a community pop-up mapping event.	-	

Programming Recommendations

These recommendations build on the programming already in place in Yellow Springs and greater Greene County to provide a more supportive environment for active transportation. The recommendations are divided into the non-engineering E's of Active Transportation described earlier, with an additional category for recommended programs beyond the E's. Blue markers in Table 5 indicate topics the organizations are already pursuing. Yellow markers indicate recommended programs for that organization.

Education

Bicycle and Pedestrian Education as Physical Education

Responsible Party: Yellow Springs Schools

Table 5: Programming Recommendations

Responsible Organization	Education	Encouragement	Enforcement	Evaluation	Other
Antioch College		◆			
Bike Miami Valley	◆	◆			
Bike Yellow Springs	◇			◇	
Glen Helen Nature Preserve		◆			
Greene CATS	◆				
Greene County Council on Aging		◆			
Greene County Parks and Trails		◆		◆	
Greene County Public Health	◆				
Local Bicycle Shops		◆			
Miami Township Fire-Rescue	◆ ◇	◆	◇		
Miami Valley Regional Planning Commission		◆		◆	
Yellow Springs Police Department	◆ ◇		◇		
Yellow Springs Chamber of Commerce	◆	◆		◆	◇
Yellow Springs Schools	◆ ◇	◆ ◇		◆ ◇ ◇	
Yellow Springs Senior Center		◆			
Village of Yellow Springs			◇	◆	◇

◆ Existing Programs ◇ Recommended Programs

Program Spotlight: Cleveland Safe Routes to School Bicycle and Pedestrian Physical Education

Started in 2016, this program trains and equips physical education teachers in Cleveland public schools to teach a five-week bicycle and pedestrian education course for second graders. Unlike in Washington, D.C. where all second graders participate, in Cleveland, teachers must offer to lead the program and receive training from the League of American Bicyclists to do so. To date, the program has cost about $16,000 and trained 12 physical education teachers and between 150 to 300 children per year. The five-part curriculum teaches pedestrian safety, fitting helmets and balancing on bicycles, starting and stopping on bicycles, safe bicycle riding, and a bicycle rodeo. There is an optional culminating trip to a local park to walk and ride along a trail using newly-learned skills.

Yellow Springs Schools could use the physical education curriculum to teach safe walking and bicycling behaviors to elementary school students. In Washington, D.C. public schools, second-grade students learn how to ride bicycles, starting in the gymnasium before exploring the surrounding neighborhood. A similar program in Yellow Springs could increase the number of students bicycling to school, reduce car trips to and from school, and improve safety for all users. Teaching these skills to students would help create lifelong pedestrians and bicyclists and support the Village's vision for this plan, the "pursuit of maintaining and enhancing the Village's vibrant and connected community for people of all ages and abilities".

Bicycle Rodeos

Responsible Party: Yellow Springs Police Department

The Bicycle Enhancement Committee used to regularly host bicycle rodeos to teach children how to bicycle safely. A bicycle rodeo is an activity with different stations that test various bicycling skills like obstacle avoidance, riding slowly but stable, and starting and stopping. Bicycle rodeos can be great activities as part of larger events like the Yellow Springs Street Fair or Opening Day for Trails. The Yellow Springs Police Department could take responsibility for operating these events as part of

Bicycle rodeos teach various bicycling skills to children.

their mandate to improve public safety. Bike Yellow Springs could also assume responsibility for this activity.

Encouragement

Walking School Buses and Bike Trains

Responsible Party: Yellow Springs Schools

Yellow Springs Schools could help set up Walking School Bus and Bike Train programs at Mills Lawn School. In many places, parents may not be comfortable with their child walking or riding to school alone, but they are unable to accompany them every day. Walking School Buses and Bike Trains use adult volunteers who walk or ride to school with their child and stop by houses along the way, picking up additional children. In this way, children can walk or ride to school and are supervised the entire time. Usually, parents whose children participate take turns being the chaperon. With the elementary school starting nearly an hour before the middle/high school, high school students could also walk and ride with elementary school children to school. This approach would require additional training for those chaperoning students but may be an effective way to get the program started. These programs encourage students to be active and help create a culture of walking and bicycling. With about 75 percent of Yellow Springs Schools students living within the Village, and Mills Lawn being, at most, a walkable mile and a half from the furthest corner of the Village, a robust Walking School Bus and Bike Train program could be very effective.

Bicycle Friendly Business Program

Responsible Party: Village of Yellow Springs

The Village could encourage local businesses to apply for the League of American Bicyclists' Bicycle Friendly Business program. This would have the dual benefit of helping increase awareness of how businesses can make bicycling easier and more convenient for their employees through improved end-of-trip facilities and incentives, while also allowing the Village to market itself as home to "X number" of Bicycle Friendly Businesses. The Chamber of Commerce would be the ideal organization to bring this idea to fruition.

Bicycle Parking

Responsible Party: Village of Yellow Springs

Walking School Bus.

Bicycle parking in downtown Dayton.

Program Spotlight: Columbus Pace Car Program

Columbus' Pace Car program has people sign and return a form with the following pledge: "I pledge to drive within City of Columbus speed limits; stop at all stop signs, red lights, and for pedestrians in crosswalks; give myself enough travel time so that I'm not sacrificing safety or courtesy; reduce overall car usage; not text while driving; be courteous to and share the road with bicyclists, pedestrians, and other drivers; and to display the Columbus Pace Car Program decal in my vehicle." If 60 percent of a neighborhood signs the Pace Car pledge, the City posts a sign along a street in the neighborhood calling it a "Pace Car Neighborhood". More information can be found at: www.columbus.gov/PaceCar.

The Project Team frequently heard that bicycle parking is an issue in the Yellow Springs commercial areas. The Village could develop a program that takes requests for bicycle parking locations and works with adjacent property owners to install new parking. Depending on available funding, the Village could pay for the racks itself or share the cost with the business owner. The Village could partner with Greene County Public Health to develop a unique Yellow Springs "U-rack" design that could help brand bicycle parking in the Village. In partnership with local businesses, the Downtown Dayton Partnership installed almost 100 branded bike racks throughout Downtown. In Yellow Springs, there is one seasonal bike corral in the Village, and the Village may consider permanently placing it and potentially other corrals downtown on Dayton Street and Xenia Avenue.

Enforcement

Pace Car Program

Responsible Party: Village of Yellow Springs

The Village could start a Pace Car program for Village residents. Started in Boise, Idaho, a Pace Car program is a way to reinforce safe driving behaviors by having program participants act as role models for other drivers. Participants drive at or below the speed limit at all times, stop fully at all stop signs, yield for pedestrians, pass bicyclists with due care, and obey all other traffic laws. Starting a program could be as simple as developing a pledge for participating drivers to sign and having participants place Pace Car stickers on their cars to inform others about the program. Pace Car stickers legitimize driving within the speed limit and convey to other motorists that following the rules is a matter of safety and consideration for other road users, not a matter of timid or clueless driving. Pace car programs have been implemented in major, mid-sized, and small cities, including Salt Lake City, UT; Mesa and Tempe, AZ; Boulder, CO; Durham, NC; Atlanta, GA; Bellingham, WA; Minneapolis-St. Paul, MN; Missoula, MT. This scalable and cost-effective program could contribute to a safer and more courteous travel environment in Yellow Springs.

Targeted Enforcement Along Dayton Street and Xenia Avenue

Responsible Party: Yellow Springs Police Department

With a plurality of crashes in the past few years occurring on Xenia Avenue and Dayton Street, the Yellow Springs Police Department should regularly conduct speed and yielding compliance ticketing and education efforts along these streets in the Village. Motorists should understand that if they drive on these corridors with any

regularity and they are speeding or driving irresponsibly, they will be ticketed. This will help create a culture of safety and compliance in Yellow Springs aiming to reduce the number of crashes and increase pedestrian and bicyclist comfort. Officers must enforce traffic laws equitably to build community support for the program. Many progressive police departments have used implicit bias training to educate officers about the role that pervasive racial stereotypes have on policing practices.

Extend School Zone Around Mills Lawn School

Responsible Parties: Village of Yellow Springs and Yellow Springs Schools

The Mills Lawn School school zone along Limestone Street currently ends at the end of Walnut Street. To further slow traffic during the school day, this zone could be extended north and south along Xenia Avenue to Glen Street and Davis Street respectively to slow motorists and enable safer crossings of Xenia Avenue at this location. If the Village and school officials find it prudent, the school zone could also be extended along Winter Street to Dayton Street and east and west along Dayton Street from Walnut Street to Elm Street. The Village and the School District can file a School Zone Extension request with ODOT to start the process of expanding the school zone. More information can be found at: www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/Regulations-SchoolZones.aspx

Evaluation

Student-Led Pedestrian Environment Evaluation

Responsible Party: Yellow Springs Schools

Using Yellow Springs Schools Project-Based Learning approach, high school students could develop an asset management database for the Village that catalogs the characteristics and condition of pedestrian infrastructure including sidewalks, crosswalks, pedestrian signals, curb ramps, and signage. Students would develop Geographic Information Systems (GIS) and cartography skills while providing the Village with a prioritized list of pedestrian facilities in need of repair or improvement. This program could fill a critical gap in the Village's data needs. Previously, the Village has conducted walk audits, but has not done GIS-based systematic data collection. This data collection is important to help the Village understand where specific problem areas are for walkability.

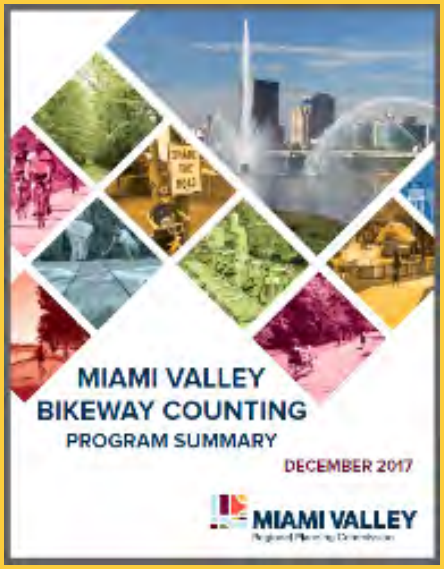
Regular Bicycle And Pedestrian Counts

Responsible Party: Village of Yellow Springs

The Miami Valley Regional Planning Commission (MVRPC) has automated counters

Program Spotlight: Miami Valley Bikeway Counting Program

The Miami Valley Regional Planning Commission began a bicycle count program in 2014. In the first two years of the program, 29 trail locations received counts. Additional data from partnering trail management agencies was also used, which have permanent trail counters installed at numerous locations on the regional bikeway network. MVRPC staff are conducting short-term studies with automatic bicycle counters on roads and bike lanes. MVRPC members can checkout an automatic bicycle counter to perform similar short-term studies in their areas. Detailed results and methodology of the program can be found in the program summary report: https://www.mvrpc.org/transportation/traffic-count-program/bicycle-counting-program



at several locations along the Little Miami Scenic Trail, and Greene County Parks and Trails has an infrared trail counter, but on-street data collection is lacking. To determine how many people are walking and bicycling every day on Village streets, Yellow Springs could conduct several days of bicycle and pedestrian counts every year. This program would help identify popular active transportation corridors and how levels of walking and bicycling change over time. Village staff could coordinate volunteers to conduct these counts, but this is another good opportunity for Yellow Springs students to organize and lead. MVRPC members can borrow automatic counters to perform short-term studies in their jurisdictions. The counting equipment can be checked out from MVRPC offices. More information can be found at: www.mvrpc.org/transportation/traffic-count-program/bicycle-counting-program. The UCLA Bike Count Data Clearinghouse also has resources for starting a count program: www.bikecounts.luskin.ucla.edu.

Regular Student Travel Tallies

Responsible Party: Yellow Springs Schools

Yellow Springs Schools collected student travel tallies as part of the 2011 School Travel Plan but have not done so since. Travel tallies help the administration and other jurisdictions understand how students are getting to and from school. Regularly collecting this data can provide insight into how other programs and infrastructure improvements are changing student active transportation mode share.

Policy Recommendations

Develop and Adopt a Vision Zero Plan

Responsible Party: Village of Yellow Springs

Vision Zero is a policy originally from Sweden that strives for zero fatalities or serious injuries on our roads each year. All aspects of a jurisdiction's decision-making revolve around achieving this goal systematically, from design of infrastructure to enforcement approaches to motorist education. Yellow Springs is a small community where there are not regularly serious injuries or fatalities on the road. There were none between 2014 and 2016, for instance. However, Vision Zero is more about creating an environment where deaths and injuries are not avoided by sheer luck, but because street design does not allow them to happen by keeping speeds low, improving visibility, and encouraging a culture of safe and law-abiding road users.

Adopt a Walkable School Siting Policy

Responsible Party: Yellow Springs Schools

Work with Yellow Springs Schools to ensure that new school sites are located within walking distance of Yellow Springs residents. Siting schools so people must drive to them increases traffic congestion around arrival and dismissal and is detrimental to student health by limiting physical activity.

Encourage Walking and Bicycling Through Zoning

As part of the Comprehensive Plan Update, the Village could strengthen zoning guidance that encourages walkability through mixed-use development, including the Village's form-based code, to provide pedestrian-friendly urban design and site design standards. For example, the code could require commercial buildings to have pedestrian-scaled, sidewalk-oriented facades and entrances, much like many of the buildings already in the downtown commercial corridor. The zoning code could also be used to provide more bicycle parking at commercial and multi-family residential buildings by potentially allowing developers to build less car parking if they build high-quality and secure long-term bicycle parking.

CHAPTER 5

IMPLEMENTATION

Introduction

Implementing this plan will take time and significant effort. The following implementation strategy identifies short-, medium-, and long-term plan priorities and highlights those people or organizations responsible for moving priority projects forward. While Village staff and the Advisory Team have been involved in this planning process, implementation will require working with a larger number of partners, as well as building public support for priority projects. In their professional capacities, members of the Advisory Team may be responsible for implementing specific plan recommendations. In their capacity as Advisory Team members, they will need to continue to support the Plan and garner community buy-in.

The strategy also describes potential funding sources for both infrastructure and programming projects and recommends performance measures to help the Village understand how plan implementation is changing active transportation for the better.

Project Priorities

Short-Term (1-2 Years)

Short-term projects are the most important phase of implementation. Projects that are successfully completed early on in the process in a highly visible area with the potential to serve many users would generate excitement around the plan and show the Village's commitment to expanding active transportation as a valid means of travel. As such, funding, community support, and political will to pursue the recommendations in this Plan will be most important during the first two years of implementation. Projects that scored highly during the Advisory Team's prioritization exercise include an intersection redesign at Xenia Avenue and Corry Street (S-4, shown in Figure 10 and Figure 11), shared use path reconstruction at Dayton Street from Enon Road to Elm Street (L-6,) a neighborhood bikeway on West South College Street from Enon Road to Xenia Avenue (L-10), and improved trail crossings on the LMST at Dayton Street (S-2) and Xenia Avenue (S-3).

All Safe Routes to School-eligible projects were assigned to Level 1 to support the Village's SRTS grant application. These projects are: a new sidewalk on Limestone Street from South Walnut Street to Phillips Street (L-8), traffic calming/crossing treatments at Dayton and Winter Streets (S-6), traffic calming/crossing treatments at Winter and Elm Streets (S-7), a new sidewalk on Limestone Street from Dayton Street to Phillips Street (L-7), a new shared use path on Elm Street from Dayton Street to Short Street (L-18), a new sidewalk on Phillips Street from Limestone Street to Elm Street (L-190), and a new shared use path on Walnut Street from Short Street to Limestone Street (L-20).

The only regional recommendation that ranked as a short-term project was a trail from the LMST to Young's Jersey Dairy (L-1). Improving active transportation accommodations at these important locations early on in implementation will build momentum for medium- and long-term projects.

Medium-Term (3-5 Years)

Projects completed during the medium-term phase of plan implementation would fill critical gaps in Yellow Springs' active transportation network in the Village center. They would build upon short-term successes and remedy safety and connectivity issues not addressed during the first phase.

Medium-term projects include a new sidewalk next to Mills Lawn Elementary School (L-8), a midblock crossing on Xenia Avenue at Emporium (S-5), traffic calming and crossing treatments at Winter Street and Elm Street (S-7), a new sidewalk on Limestone Street from Dayton Street to Phillips Street (L-7), a neighborhood bikeway on Pleasant Street from Enon Road to the LMST (L-4), and an intersection redesign at Limestone Street at Dayton Street (S-11). The only regional recommendation that ranked as a medium-term project was a trail on SR 343 from Xenia Avenue to Clifton (L-17).

Long-Term (6-10 Years)

During the last phase of implementation, low-priority projects would fill in the final gaps in the active transportation network, particularly in the southern part of the Village and beyond (L-12, L-14, L-15, and L-16).

Long-term projects include those that received the lowest scores from the Project Advisory Committee, as well as those that were not scored. These projects include new sidewalks in multiple locations (L-3, L-11, L-19), new trails and shared use paths in multiple locations (L-9, L-13, L-14, L-16, L-18, L-20, shown in Figure 12 and Figure 13, and L-23), traffic calming and crossing treatments in multiple locations (S-1, S-6, shown in Figure 14 and Figure 15, S-8, S-9, S-10, S-12, S-13, shown in , and S-16), an intersection redesign at Enon Road and West South College Street (S-14), sidewalk reconstruction on Xenia Avenue from Allen Street to Kahoe Lane (L-15), a shared street on Short Street from Walnut Street to Xenia Avenue (L-21), a separated bike lane on Xenia Avenue from Davis Street to Kahoe Lane (L-22), and pavement markings and signage for the LMST at Riding Centre (S-15). Two regional recommendations were not ranked: a new sidewalk on Polecat Road from Yellow Springs-Fairfield Road to Ellis Park (L-2), and a new trail from Enon Road to Agraria (L-12).

In parallel with these phases, the Village should look for other opportunities to expand its active transportation network. It is typically more cost-effective to include active transportation improvements in larger transportation projects or as part of routine maintenance, such as resurfacing. The majority of the proposed network is on-street or in the right-of-way, which provides many opportunities for leveraging resources with other agencies.

Including the proposed facilities in other transportation projects that are not part of this plan should be pursued whenever possible, even if they do not coincide with the suggested timeline. Furthermore, additional improvements that are not part of this plan should also be considered as circumstances permit (for example, if bike lanes are able to be installed during a resurfacing project on a road that is not part of the proposed network but connects to a proposed facility). Any change that enhances connectivity and convenience for active transportation users, whether or not it is part of this plan, should be considered.

Project Delivery

Active transportation projects vary in scope, complexity, and funding sources. All projects should assess the needs of stakeholders, availability of resources, and effectiveness of designs by following the five phases of ODOT's Project Delivery Process:

Phase 1 – Planning

The purpose of the Planning Phase is to identify transportation problems, assess existing and future conditions, identify stakeholders, develop goals and objectives, define the purpose and need and determine the scope, schedule and budget for the project.

Phase 2 - Preliminary Engineering

In this phase, more detailed information is collected through field investigations and other technical studies and designs are further refined. At the end of this phase, a preferred alternative should be selected.

Phase 3 - Environmental Engineering

Environmental Engineering builds on the preliminary engineering to determine the environmental impacts and potential mitigations for a project before moving on to final design.

Phase 4 - Final Engineering/Right-of-Way

In Phase 4, the detailed engineering design of the preferred alternative and right-of-way acquisition for the project are completed.

Phase 5 – Construction

The fifth phase of project delivery is construction, including the necessary pre- and post-construction tasks. Once constructed, projects must be maintained. The responsibility for maintenance may be with a different agency than the one that constructed of funded the project.

More information about the ODOT Project Development Process is available on its website: http://www.dot.state.oh.us/projects/pdp/Pages/default.aspx

Potential Funding Sources

(to be further vetted)

Several state funding sources can be used to build out Yellow Springs' active transportation network and fund related programming efforts.

Clean Ohio Trails Funds Recreational Trails Program

Infrastructure recommendations include many trail and shared use path projects that could be funded through the Clean Ohio Trails Fund. The Clean Ohio Trails Fund works to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. Eligible projects include: Land acquisition for a trail, trail development, trailhead facilities, engineering, and design. Local governments,

Table 6: Clean Ohio Trails Fund Projects near Yellow Springs

Agency	Year	Project	Description	Award
Five Rivers Metroparks	2004	Three County Recreation Trail	Acquisition of 15.1 acres of abandoned rail corridor for future trail development	$500,000
Champaign County Commissioners	2001	Simon Kenton Trail	Construct 6.23 miles of trail along a railroad right-of-way from Critter Court (in Springfield) to Woodburn Road in Champaign County.	$450,000
City of Xenia	2006	Jamestown Connector	Construct 3.7 miles of 10-foot asphalt shared-use trail and construct a tunnel under U.S. 35 and a bridge over S. Detroit to make a connection into Xenia Station to complete the 11-mile trail.	$431,000
Greene Co. Recr., Parks & Cultural Arts Depart.	2002	Jamestown Connector	Replace nine bridges along the Jamestown Connector right-of-way.	$420,000
Greene Co. Recr., Parks & Cultural Arts Depart.	2002	Jamestown Connector, Phase 3	Design and construct 5.5 miles of the 10.5-mile Jamestown Connector with a 10-foot wide, asphalt multi-use trail from Hogeye Road to Jasper Road.	$400,000
Green County Park District	2006	Wellston Line Trail	Construct two bridges and 4.24 miles of asphalt trail on existing rail corridor.	$350,000
City of Kettering	2005	Kettering Recreational Trail	Two section to engineer and construct a one mile paved extension of the Kettering Recreation trail.	$260,000
Five Rivers Metroparks	2002	Kettering Recreational Trail	Design and construct a trail extending the Kettering Recreational Trail from Woodbine Avenue to Woodman Drive.	$230,000
Five Rivers Metroparks	2001	Wesleyan Connector Trail	Construct a 1,650 foot trail and 185-foot bridge that will connect Wesleyan Metropark to Adventure Central and the McGee Bikeway.	$215,000
City of Springfield	2001	Buck Creek Scenic Trail	Construct 3,900 linear feet of trail connecting the existing terminus of the Buck Creek Trail through Old Reid Park to Croft Road.	$215,000
City of Beavercreek	2010	Rotary Park Connector	Acquisition, engineering, and construction of an 4600 linear foot segment that will connect landlocked"" housing developments, regional bikeways, downtown Beaver Creek, businesses, schools, and amenities. This trail will go through 2 existing parks.	$204,523
City of Centerville	2006	Iron Horse Trail	Construction of the Iron Horse Trail, a 1.94 mile asphalt trail between the City of Centerville and the City of Kettering.	$200,000
Beavercreek Township	2002	Beavercreek Trail Connector	Design and construct a trail connector linking homes, parks, schools to the Creekside and Miami Valley trail systems.	$140,000

park and joint recreation districts, conservancy districts, soil and water conservation districts, and non-profit organizations are eligible to receive grants for conservation projects from the Clean Ohio Trails Fund. Applicants must provide a 25 percent local match, which can include contributions of land, labor, or materials. Up to 75 percent matching State of Ohio funds are reimbursed under the Clean Ohio Trails Fund. All projects must be completed within 15 months from the date that they are signed into contract. The Clean Ohio Trails Fund has supported over a dozen projects near Yellow Springs totaling more than $4 million (Table 6).

Highway Safety Improvement Program

Nine infrastructure recommendations are near recorded crash sites within Yellow Springs. These projects may be eligible for Highway Safety Improvement Program (HSIP) funding. Most of Ohio's fatalities, serious injuries, and total crashes occur on local roads, and ODOT recognizes the public safety benefit of engineering improvements in high-crash locations beyond the ODOT network. ODOT works with MPOs and local governments to identify locations with severe safety problems and fund infrastructure improvements in these areas through HSIP. HSIP can cover up to 100% of funding for a given project.

Safe Routes to School

SRTS projects include traffic calming, enhanced crossing treatments, signal upgrades, sidewalks, and other countermeasures. These treatments are most effective when used in combination with non-infrastructure solutions (i.e. education, encouragement, enforcement, and evaluation). Seven infrastructure recommendations in the Yellow Springs Active Transportation Plan are near schools. Projects that meet the requirements of ODOT's SRTS program are eligible for SRTS funding. Communities and schools interested in applying must complete the Parent Surveys and Classroom Tallies for relevant schools and submit student address data to ODOT to develop two-mile radius maps. Information on the SRTS program, requirements for funding, and resources on developing School Travel Plans can be found at walk.ohio.gov. SRTS can cover up to 100 percent of funding for a given project.

Green Space Conservation Program

The Green Space Conservation Program is administered by the Ohio Public Works Commission. Its goals include enhancing eco-tourism and economic development related to outdoor recreation in economically challenged areas and providing pedestrian or bicycle passageways between natural areas and preserves. Applicants must provide a 25 percent local match. The Green Space Conservation Program has funded dozens of projects in the Miami Valley, although most are not trail-related.

Transportation Alternatives Program

The Transportation Alternatives Program is one of the most common funding sources of active transportation projects. Currently, ODOT provides up to 95 percent (this is due to the use of Toll Revenue Credit) of the construction cost up to a maximum amount for projects scheduled to begin in FY 2023 or sooner. Projects scheduled to begin construction after 2024 will be funded up to 80 percent, with remaining costs borne by the locality where the project is located. TAP applications are due in May.

Congestion Mitigation and Air Quality Improvement Program

CMAQ Improvement Program funds are available to a wide range of government and non-profit organizations, as well as private entities contributing to public/private partnerships. They are controlled by metropolitan planning organizations (MPOs) and state departments of transportation. Often, these organizations plan or implement their own air quality programs besides approving CMAQ funds for other projects. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). CMAQ-funded projects may include bicycle and pedestrian facility improvements, bicycle racks and lockers, and individualized marketing initiatives that promote bicycling and walking.

Table 7 lists additional federal funding sources for bicycle and pedestrian infrastructure projects based on project type and eligibility.

Other Sources

In addition to relying on state funding, the Village will need to allocate money from

Table 7: Federal Funding Sources for Active Transportation Projects

Project Type	Funding Sources										
	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	TRP	SRTS
Bicycle and pedestrian overpasses	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢
Bicycle parking	🟠	🟠	🟢	🟢	🟢	🔴	🟢	🟢	🟢	🟢	🟢
Bicycle and pedestrian scale lighting	🟢	🟢	🟢	🟢	🔴	🟢	🟢	🟢	🟢	🟢	🟢
Crosswalks (new or retrofit)	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢
Curb ramps	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢
Bike lanes	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢
Paved shoulders	🟢	🟢	🔴	🔴	🟡	🟢	🟢	🟢	🟢	🔴	🟢
Separated bike lanes	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢
Shared use paths	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢
Sidewalks (new or retrofit)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Signed routes	🟢	🟢	🟢	🟢	🟢	🔴	🟢	🟢	🟢	🔴	🟢
Signs and signals	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢
Streetscaping	🟠	🟠	🟢	🟢	🔴	🔴	🟢	🟢	🟢	🔴	🔴
Traffic calming	🟢	🟢	🟢	🔴	🔴	🟢	🟢	🟢	🟢	🔴	🟢
Trail bridges	🟢	🟢	🔴	🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟢
Trail crossings	🟢	🟢	🔴	🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟢
Trail facilities (e.g. restrooms)	🟠	🟠	🔴	🔴	🔴	🔴	🔴	🟡	🟡	🟡	🔴
Tunnels/underpasses	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢

🟢 Funds may be used for this activity
🟡 See program-specific notes for restrictions
🟠 Eligible, but not competitive unless part of a larger project
🔴 Not eligible

Program Abbreviations

TIGER: Transportation Investment Generating Economic Recovery Discretionary Grant program
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
NHPP: National Highway Performance Program
STBG: Surface Transportation Block Grant Program
TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program / Activities

its operating and capital budgets to implement Plan infrastructure and programming recommendations. With the Village's limited resources, this may be difficult. Floating an active transportation levy to raise funds is an option that should be considered. Such a levy could be used to repair priority sidewalks and construct short-term, high-priority recommendations. Because such a levy would need to be approved by Village residents, this effort would require significant public engagement so voters understand the benefits the levy would bring.

In addition (and as a possible multiplier) to a levy, Plan implementation will hinge on the ability to secure funding sources from other government agencies and non-profit organizations.

Performance Measures

Measuring the performance of active transportation networks is essential to ongoing success. Bicycle and pedestrian counts, crash records, and other data contribute to a business case for continued improvement of and investment in multimodal infrastructure. As recommendations in the Plan are constructed and programs are started, the Village should ask itself "are these investments paying active transportation dividends?" An affirmative answer reinforces decisions the Village has made, and provides evidence that future investment will also yield positive results. The performance measures in Table 8 help track progress towards achieving the Plan vision discussed at the beginning of this document. Progress on these measures should be documented and published for public review annually. While considering these measures is a good starting point, the Village would need to commit more time to develop a robust performance measures program. This includes establishing baseline measurements, performance targets, data collection frequency, and data collection and analysis responsibility. Active transportation performance measures guidance is listed below:

- Great Rivers Greenway District (St Louis): Gateway Bike Plan
- Federal Highway Administration: Guidebook for Developing Pedestrian and Bicycle Performance Measures
- Fehr and Peers: Active Transportation Performance Measures

The Village should continue to collect the performance measure data listed in its Complete Streets Policy, below, which could provide baseline measurements for some of the performance measures in Table 8.

- Linear feet of new and repaired ADA complaint sidewalks.
- Linear feet of new and repaired curb ramps installed.
- Total number and type of crosswalk and intersection improvements.
- Total number of new transit stops and routes.
- Rates of ridership on transit routes.
- Total number of crashes, injuries and fatalities by mode, as available.
- Rates of children walking, biking or rolling to school.
- Total number of off-street bicycle routes.
- Total number of new on-street bicycle routes, defined by streets and roads with clearly marked or signed bicycle accommodations.

Revisiting and updating this plan on a regular basis will maintain momentum for active transportation in Yellow Springs. As funding, political, and community circumstances evolve, updating the Plan to reflect such changes will ensure its continued relevance. Updates every four to six years should achieve this goal.

Table 8: Suggested Performance Measures and Metrics

Performance Measure	Description
Semi-Annual Pedestrian and Bicycle Counts	After developing a baseline of pedestrian and bicycle activity, aim for year over year increases.
Education Programming	Track the number of children and adults who participate in pedestrian and bicycle education programming every year.
Safety	Track the number of crashes that occurs in Yellow Springs every year, including whether bicyclists or pedestrians were involved and the level of severity, if injuries occured.
Public Opinion	Conduct an annual active transportation survey to gauge resident comfort and opinion about active transportation in the Village.
Mode Share	Currently bicycle mode share is four percent and pedestrian mode share is seven percent. Track how these figures change as Census data are available.
Students Walking and bicycling	Update student travel tallies for all schools and identify a baseline percentage of students who walk and bike. Conduct travel tallies semi-annually and measure the change in the number of students walking and bicycling.

Figure 10: Xenia Avenue and Corry Street Existing Conditions

CORRY STREET AND XENIA AVENUE

0 30 60 120
1"=30'

N

Village of Yellow Springs

TOOLE DESIGN

Figure 11: Xenia Avenue and Corry Street Intersection Redesign (S-4)

CORRY STREET AND XENIA AVENUE
INTERSECTION REDESIGN CONCEPT

NOT FOR CONSTRUCTION

0 30 60 120
1"=30'

N

Village of Yellow Springs

TOOLE DESIGN

Figure 12: Walnut Street Limestone Street Existing Conditions

LIMESTONE STREET AND WALNUT STREET

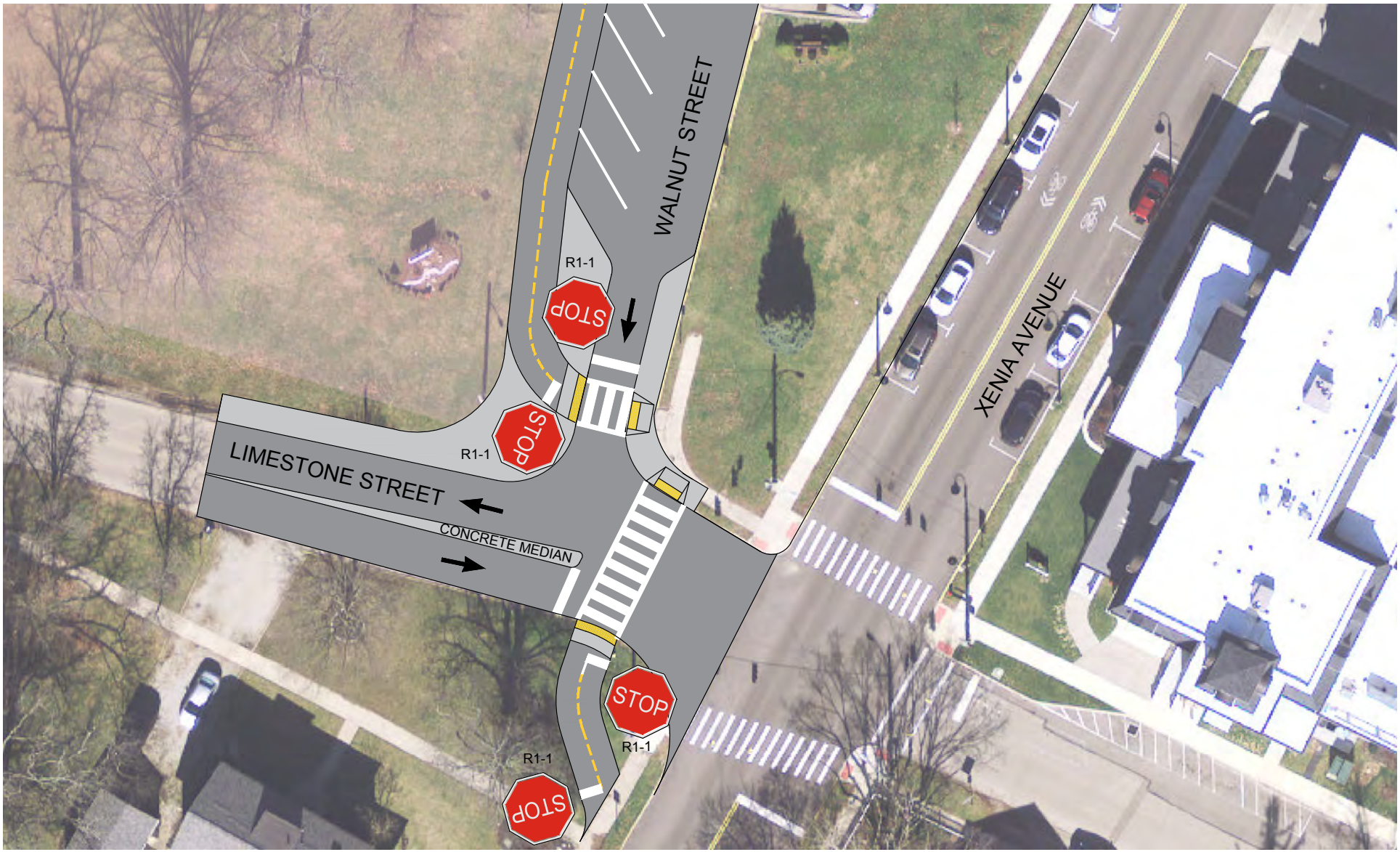
0 10 20 40
1"=10'

N

Village of Yellow Springs

TOOLE DESIGN

Figure 13: Walnut Street and Limestone Street Traffic Calming (S-13) and Walnut Street Shared Use Path (L-20)



LIMESTONE STREET AND WALNUT STREET
INTERSECTION REDESIGN CONCEPT

NOT FOR CONSTRUCTION

0 10 20 40
1"=10'

N

Village of Yellow Springs

TOOLE DESIGN

Figure 14: Dayton Street and Winter Street Existing Conditions

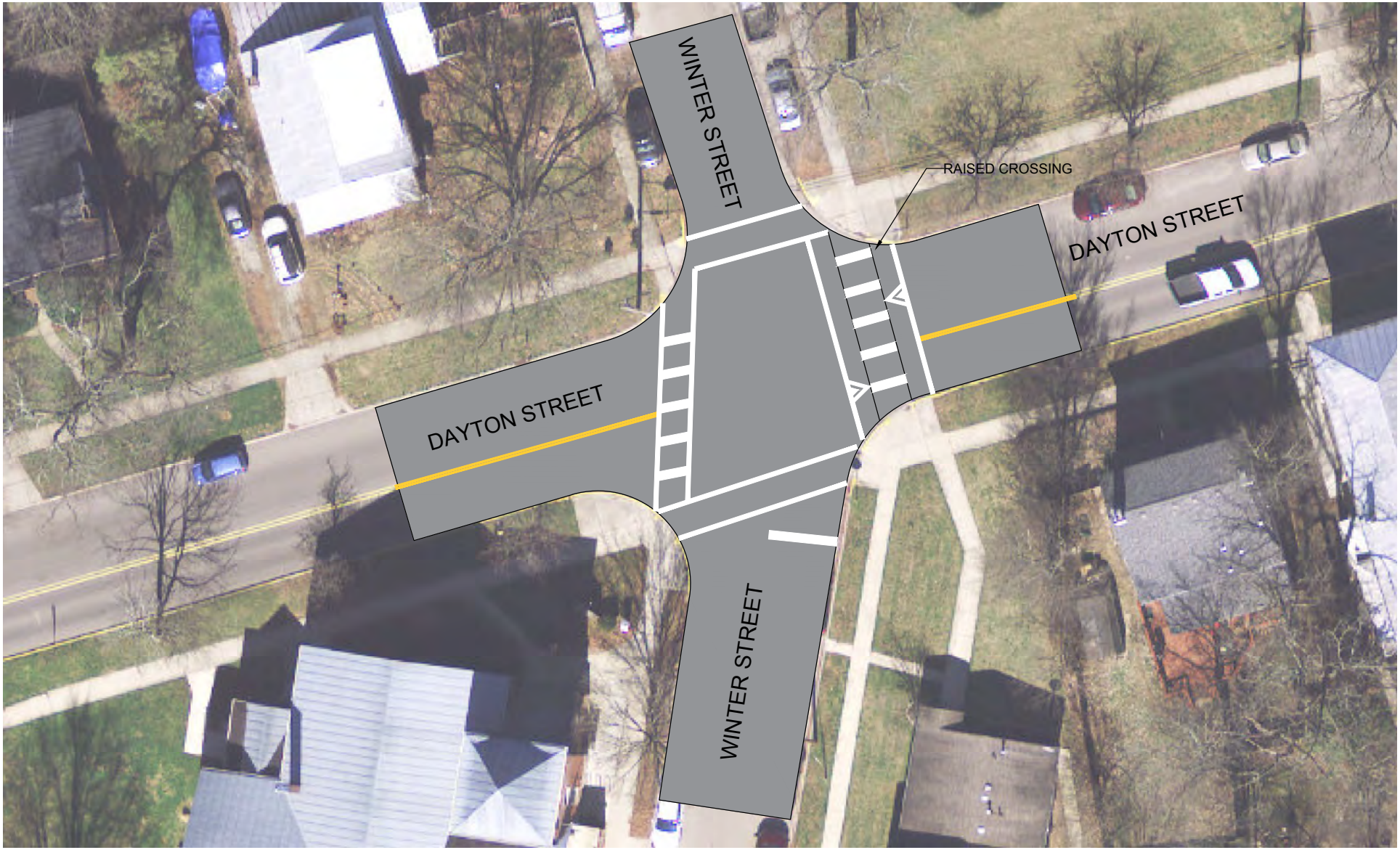
DAYTON STREET AND WINTER STREET

0 10 20 40
1"=10'
N

Village of Yellow Springs

TOOLE DESIGN

Figure 15: Dayton Street and Winter Street Traffic Calming and Crossing Treatments (S-6)



DAYTON STREET AND WINTER STREET
RAISED CROSSING

NOT FOR CONSTRUCTION

0 10 20 40
1"=10'

N

Village of Yellow Springs

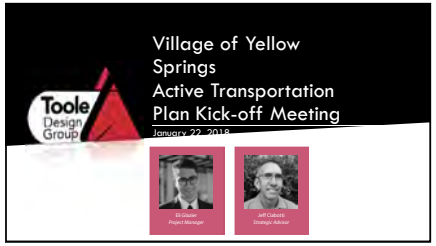
TOOLE DESIGN

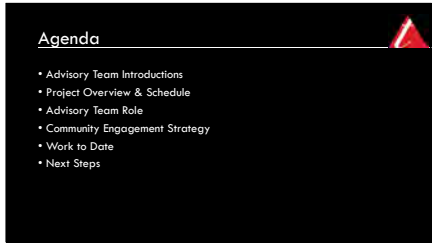
APPENDIX A

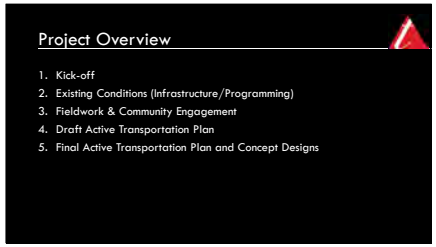
PUBLIC OUTREACH MATERIALS

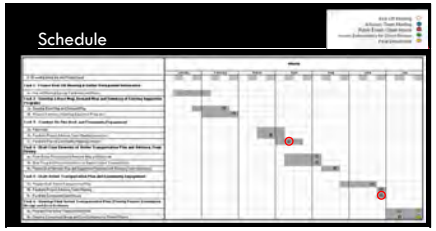
Project Advisory Team Meeting Materials

Kickoff Meeting









Advisory Team Meeting 1

Village of Yellow Springs Active Transportation Plan Advisory Team Meeting

Eli Glazier Siba El-Samra David Shipps, AICP

Toole Design Group

Agenda Roadmap

- Introductions
- Plan Purpose
- Project Schedule Review
- Current Active Transportation Programming
- Fieldwork Highlights
- Route/Barrier Mapping Exercise

Route/Barrier Mapping Exercise

Introductions

Plan Purpose

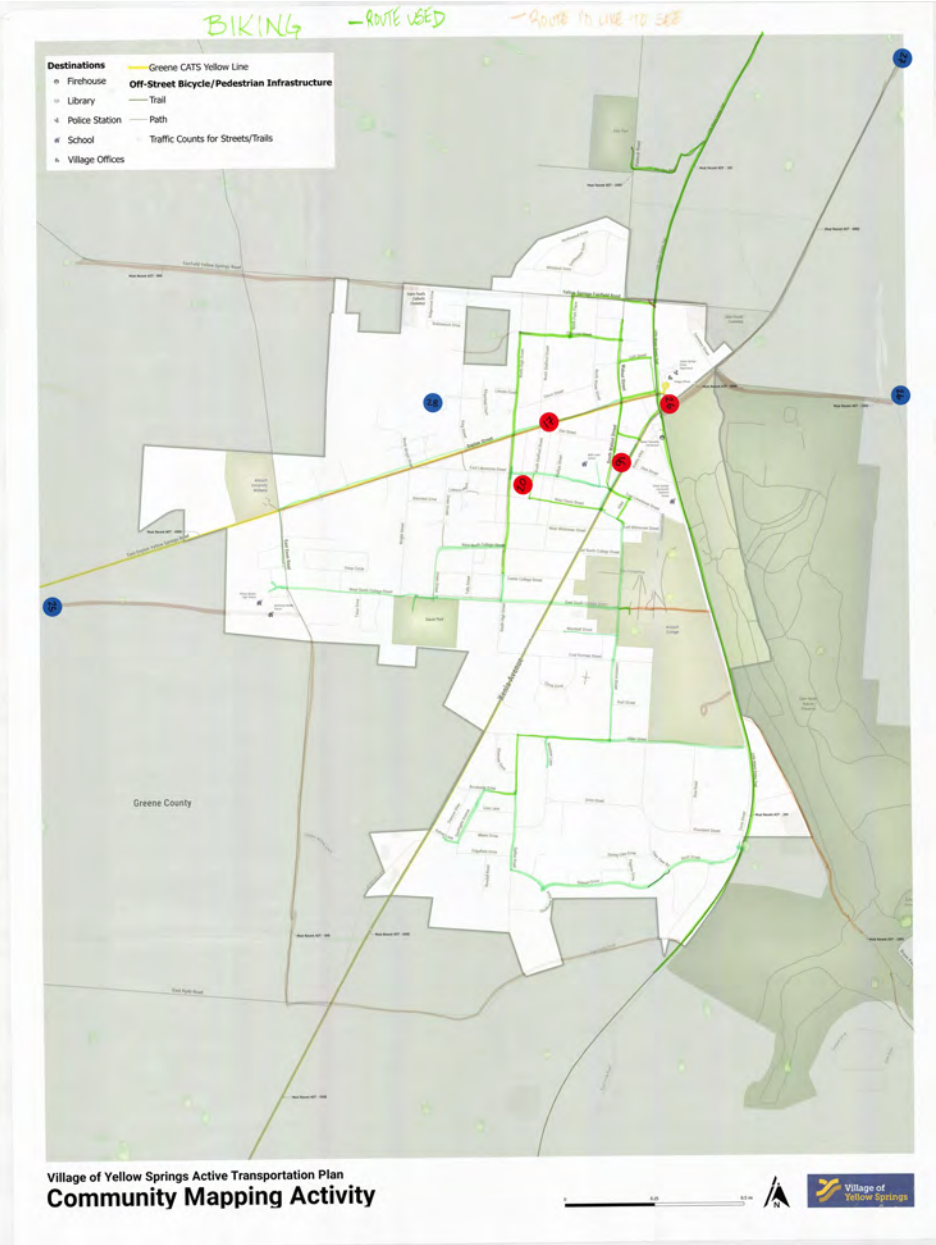
"The planning process will focus on **critical connections and gaps**, and result in… **a Network Map that includes between 10-20 routes for new or improved pedestrian or bicycle facilities**"

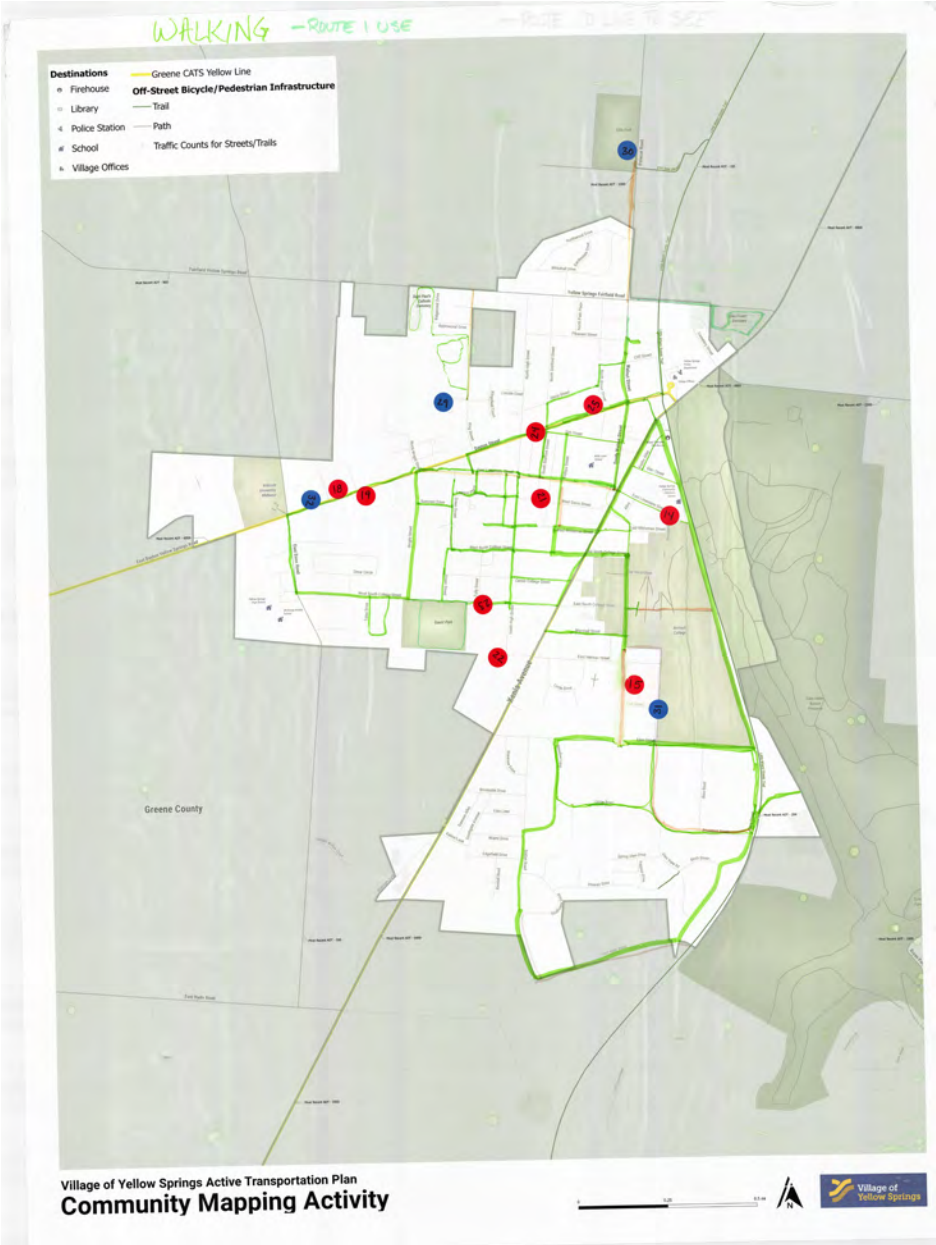
Project Schedule

Current Active Transportation Programming

	Education	Encouragement	Enforcement	Evaluation
Antioch College				
Local Schools				
Greene County Parks and Trails				
Active Transportation Committee				
Bike Yellow Springs				
Glen Helen Nature Preserve				
Greene County Public Health				
Police / Fire & Rescue				
Chamber of Commerce				
Yellow Springs Senior Center				
Miami Valley Regional Planning Commission				

Pop-Up Community Mapping Exercise Materials





Pop-Up Community Mapping Exercise Notes

BIKING FEEDBACK

Barriers:

1. Hazard at S. Walnut Street and Limestone (intersection). There is too much to watch out for, especially for young riders. Proposed a safe crossing/signage, etc.
2. High speeds in both directions on Yellow Springs Fairfield Road.
3. There are blind corners on each approach at the Riding Center connection to the Little Miami Scenic trail (on Corry Street south of Birch). Suggested adding crosswalk or something to alert traffic.

Destinations:

1. Kroger – one commenter bike commutes to work at Kroger via Fairfield-Yellow Springs Rd. There is high speed traffic on this corridor.
2. Fairborn/Wright State University – would like it to be easier/safer to reach by bike.
3. Library

Routes:

1. Desire bike path along 343 (north of Glen Helen) to Clifton. Two commenters mentioned this.
2. Desire bike path from McKinny Middle School west to Agraria. Two commenters mentioned this.

General Comments:

1. Suggestion to reduce speed limit to 25 mph on Dayton Street between N. Wright Street and Walnut Street
2. Take out the side path on Dayton Street and other side paths throughout the village. They are in disrepair.
3. All pathways/routes should be connected.
4. Make sidewalks better for bicycles (outside of business district where bicycles are not allowed to ride on sidewalks). Space the joints farther apart and put elastomer down.

WALKING FEEDBACK

Barriers:

1. Lack of sidewalks on Spillan Road from Allen Street to Edgefield Drive ("IGA Land" Neighborhood): this part of town is becoming isolated because there is no safe route. Xenia Ave is not safe. This general comment was made by four people.
2. Would like to see better crosswalk signage at Dayton and Winter intersection ("Stop for Pedestrians")
3. Sidewalk from Dayton St to Cliff/Yellow Springs needs maintenance. The sidewalk is narrow and sometimes hard to navigate.
4. It is hard to get off the Elm Street roadways because the roadway is in bad shape and there is a drop off.
5. Lack of sidewalks around Mills Lawn Elementary School – this was noted by multiple people.
6. Lack of sidewalks on the north side of Fairfield Road.
7. Need crosswalks on Dayton Street at High Street and King Street.

Destinations:

1. High School and Middle School: Either King or High St sidewalk connection to Yellow-Springs Fairfield Rd
2. Library

Routes:

1. Phillips to Dayton: would like a sidewalk connection
2. King Street connection from Yellow Springs Road to Dayton Street. Another commenter agreed and suggested traffic calming/speed bumps on King Street.
3. Yellow Springs Fairfield Road from Fair Acres Road west to city limit. Development planned south of Yellow Springs Fairfield Road (unincorporated area at northwestern end of town). Commenter suggested working with the developer to accommodate

walking along Yellow Springs Fairfield Road.

4. Northwood Neighbor (Fair Acres) – want connection sidewalk to Ellis Park and the spur from neighborhood (Northwood Dr).

5. Connect Fairfield Road to King Street (add sidewalks).

General Comments:

1. Need improvements to curb cuts along College St.

2. Talk with the Yellow Springs Senior Citizens organization. Commenter suggested taking a survey at the senior center and mentioned that many people who use the center need rides to get there.

3. One commenter wants sidewalks everywhere. She does not have a car.

Open House Street Mix Exercise

Online Street Mix Activity for Xenia Avenue: https://streetmix.net/-/709346

INTRODUCTION

The Village of Yellow Springs is looking for a highly effective and motivated individual to lead our Team and strengthen our community as our current Village Manager is retiring at the beginning of July 2019. The information in this position & community profile has been developed based on discussions among Village Council and Team Members as well as community stakeholders. Beyond the information provided in this position & community profile, you can learn more about Yellow Springs, Ohio via www.yso.com.

THE COMMUNITY (Village Values pop-out could be associated with this section)

The Village of Yellow Springs – an eclectic, politically progressive community of approximately 3,700 residents in southwestern Ohio – lies within easy driving distance of Dayton, Columbus and Cincinnati. The "spring" that gives our town its name was discovered around 1800 and established our Village as a popular health resort for more than 100 years, a legacy that continues with our extensive community of wellness practitioners as well as YS being a popular destination for a diverse range of visitors. With the completion of the Little Miami Railroad in 1846, Yellow Springs became the center of trade and recreation for our region.

Today, Yellow Springs is a vibrant, creative, lively arts town with a highly educated citizenry. Our thriving, walkable downtown is comprised of nearly 100 shops, galleries and eateries. Our community has a culturally diverse, open-minded, friendly and inclusive atmosphere. With a strong commitment to remaining a *village*, residents value such local institutions as the *YS News*, Antioch College's Public Radio Station WYSO, the Little Art Theatre and the over 80 other nonprofits as well as the surrounding green belt.

Our focus on arts and education gives the Village something of a cosmopolitan feel, yet our surroundings in the rolling hills of southwest Ohio are clearly rural in character. Helping to enhance this natural setting are the bordering 1,000-acre Glen Helen Nature Preserve and the close-by 752-acre John Bryan State Park featuring Clifton Gorge and the Little Miami Scenic River. The 78-mile long Little Miami Scenic Bike/Hike Trail passes through Yellow Springs and offers additional recreational opportunities for our community and visitors.

Yellow Springs residents value and support lifelong learning opportunities. Our "Excellent with Distinction" public schools offer a challenging environment with small class sizes geared to individual development, featuring an innovative Project-Based Learning model. The Village also boasts two institutions of higher learning – Antioch College, providing undergraduate liberal arts education with a renowned co-op emphasis, and Antioch University Midwest, offering innovative graduate and other programs.

LOCAL GOVERNMENT

An active, passionate and vocal citizenry and a responsive governing body and administration are the hallmarks of government in Yellow Springs. The Village is governed by a nonpartisan, five-member Council. Three of the five members are elected every two years in the November general election. The two candidates receiving the most votes are elected to four-year terms, and the candidate with the third highest total serves a two-year term. The Council elects a President and Vice-President at the beginning

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of each term; the President serves as the presiding officer and works closely with the Village Manager, and all Council members are highly engaged in representing their constituents. Council meetings are videoed and can be viewed via the Village's "Community Access Yellow Springs" YouTube Channel. The Mayor, elected for a two-year term, represents the Village for ceremonial purposes and presides as judicial officer in Mayor's Court.

The Village Manager is appointed by Council and has executive responsibility for Village operations. The Village Team consists of 35 full-time and 13 part-time employees with a 2019 all-funds budget of $14,354,539. The current aggregate all-funds cash reserve is $7,793,000. Major operational departments of the Village include the Police Department, Public Works, Planning & Zoning/Economic Development, Finance/Utilities and Administration. The Public Works Department includes water treatment, wastewater treatment, water distribution, sewer collection, electric distribution, streets and parks & recreation. Fire protection is provided by Miami Township Fire and Rescue and solid waste/recycling services are provided via a contract with Rumpke Waste Services.

PRIORITIES FOR THE NEXT VILLAGE MANAGER (Village Goals pop-out could be with this section)

As highlighted by the 2018 Village Goals (complete document can be found at www.yso.com), there are many key challenges for the new Village Manager:

Infrastructure

The Village recently completed construction of a new water treatment plant. However, an extensive review of all infrastructure needs across the board has resulted in a renewed commitment to infrastructure improvement, with the development of a seven-year capital improvement plan across all areas. Dig-Once and Complete Streets Policies coupled with a recently completed Active Transportation Plan and soon-to-be-updated Comprehensive Land Use Plan also affect infrastructure planning. Emerging Environmental Protection Agency mandates for our water treatment and distribution systems will also deeply affect infrastructure needs.

Economic Development

The Village's economic base is fairly stable, but it is important that the Village retain existing businesses and also attract new businesses to create more local job opportunities, thus expanding the tax base and growing the residential population. The Village owns a piece of property, currently called the Center for Business & Education, which is positioned for development. This property currently has one business, a new medical marijuana growing facility, with another 25 acres available for business development. A designated Community Improvement Corporation is being established to help support these initiatives.

Community

As with most municipalities, affordability is a critical focus. The Village is actively working to increase the housing stock, and affordable housing is a priority. A Housing Needs Assessment has recently been completed and a Manager's Housing Advisory Board has been created to work on this problem. The Village owns another piece of property, known as the Glass Farm, the development of which will play a key role in this area. Importantly, Village government is committed to having a model justice system and truly delivering on our Guidelines for Local Policing as well as our Village Value of being a "welcoming community" to all.

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THE IDEAL SKILL SET

Inclusive – Committed to diversity, equity and social justice as a way of life, governance, managerial and leadership style.

Collaborative – Skilled at facilitating participative governance practices that build consensus and not attempting to control the process.

Planning Know-How – Accomplished with executing long-range planning and knowledgeable in the art and structure of public-private partnership, recognizing opportunities and exercising fiscal responsibility.

Project Management Savvy – Proven track record with handling complex initiatives and delegating appropriately.

Community-Oriented – Authentically exhibiting a passion for people and the place they live, work and play.

Innovative – Demonstrated talent with managing growth in an ecologically aware community actively involved in economic & community development and willing to explore new approaches and initiatives.

Motivating – Able to effectively engage and excite community & team members as well as elected officials, regional leaders and other key stakeholders.

Creative – Experienced with and open to different ways of thinking and approach problems.

Healthily Skeptical – Capable of questioning assumptions and assertions to avoid jumping to conclusions and making hasty decisions.

Positive – Expert in communicating with patience, courtesy and tact so that individuals feel good about their interactions with local government, being upbeat while managing expectations.

Objective – Proficient in providing comprehensive recommendations as well as reasonable alternatives, looking to Council for policy guidance and working diligently to keep all Council members equally informed to allow them to make solid decisions.

Respectful – Effective at working in a political environment that encourages energetic debate from an informed electorate used to actively participating in the governance of the Village.

SALARY & BENEFITS

The compensation package includes a salary range of up to $125,000 and competitive fringe benefits. The Village of Yellow Springs is looking for a highly skilled individual, so our final offer will ultimately depend on the qualifications of the candidate. Confidentiality of applicants will be respected as long as possible; however, all applications are subject to disclosure under Ohio's public records laws.

HOW TO APPLY

If you are interested in this outstanding career opportunity with a unique community, please submit a detailed resume, cover letter and at least five references with contact details to:

Council Clerk Judy Kintner
clerk@vil.yellowsprings.oh.us
937-767-7202 (Press "5")

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Inviting Applications for

Village Manager

Village of Yellow Springs, Ohio

Yellow Springs

Introduction

Management Partners has been retained by Yellow Springs, Ohio, to assist in the recruitment of a new Village Manager. This Profile and Challenge Statement draws on our discussions with the members of Council and key staff. It describes our understanding of the organization as well as the professional and personal characteristics the ideal Village Manager should possess. Interested individuals are invited to learn more about Yellow Springs via the Village's website: www.yso.com.

The Communi Ty

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The Village Manager is appointed by the Council and has executive responsibility for the Village operations. As the executive officer, the Village Manager is responsible for a workforce of 27 full-time and 13 part-time employees. The 2013 all-funds budget was $12,549,160. The Village currently has an aggregate all-funds cash reserve of approximately $6,000,000. Yellow Springs' major operational departments are the Police Department and the Public Works Department. Public Works units include Street and Sewer Maintenance, Waste Water Treatment, Water Plant Operations, Electric and Water Distribution and Parks and Recreation. Planning and Zoning responsibilities, until recently, were handled by Village staff but are currently contracted to the Greene County Regional Planning Commission. Fire protection is provided by the Miami Township Fire Department. Waste collection and recycling services are provided under contract by Rumpke, Inc.

Priori Ties for The nex T Village Manager

Interviews with the Village's elected officials have identified some key challenges that will need to be addressed by the new manager.

1. **Infrastructure Improvement** — The water treatment plant is in need of replacement. Options include building a new state-of-the-art plant, making major repairs and improvements to the existing plant, or purchasing water from a neighboring community. Yellow Springs takes pride in having its own utilities. Consequently, purchasing water from another community will require an extensive deliberative process. Parts of the water distribution system are also in need of replacement. With its current rate structure, the water utility lacks the resources to make these improvements. Funding, therefore, becomes a critical issue. A few major sidewalk and street repair projects also need to be implemented.

2. **Economic Development** — The Village's economic base is fairly stable, but it is important that efforts be undertaken to retain existing businesses and attract new employers to create local job opportunities, expand the tax base and grow the Village's residential population. The recently purchased Creative Memories building offers leasing opportunities for companies. Another effort underway is the Center for Business and Education, a 46-acre development site created by Yellow Springs Community Resources, the local community improvement corporation. Antioch University Midwest owns an 11-acre parcel, which houses a modern, state-of-the-art campus. Street and utility infrastructure must be constructed to develop the remainder of the site, but grants raised by Community Resources have fallen about $700,000 short of the total needed to complete the work. Council is currently deliberating whether the Village government should fund this shortfall.

3. **Community Enhancement** — The cost of living in Yellow Springs has become an issue. Availability of new jobs is one part of the solution. Another major factor is addressing the high housing costs and heavy tax burdens that limit who can afford to live in the Village. Given the community's inclusive nature, Yellow Springs wants to enhance the quality and affordability of its housing stock so a broader spectrum of residential opportunities is available.

The Ideal Candidate Will:

- Possess a commitment to diversity and inclusion as a way of life, governance and managerial style.
- Work well in a political environment that encourages energetic debate from an informed electorate used to participating in the governance of the Village.
- Bring a collaborative leadership style to the organization. The ideal candidate will not attempt to control the process but rather will lead and facilitate participative governance practices that build consensus, effectively engaging his/her department directors, staff and workforce as well as elected officials and community members.
- Have a strong background in local government budgeting and finance. The Village Manager must be able to provide the leadership that will ensure the long-term financial stability of Yellow Springs.
- Effectively manage growth in an ecologically aware community. Be thoroughly knowledgeable about community and economic development and willing to explore new and innovative trends. The candidate must have the ability to execute long-range planning and understand the art and structure of the public/private development relationship.
- Provide comprehensive, objective recommendations regarding issues coming before Council as well as reasonable alternatives. Look to Council for policy guidance and work diligently to keep all Council members equally informed to allow them to make knowledgeable decisions.
- Be articulate and at ease speaking in public. S/he must have the ability to communicate effectively with individuals at all levels of the organization and the community. Excellent written communication skills are also required.
- The Village Manager, as one of the principal representatives of the Village, must display patience, courtesy and tact when dealing with the residents and business community.
- Have a bachelor's degree in public or business administration, city planning or a related field. A graduate degree in public administration or a related field and ICMA-CM credentials are preferred but not required. Experience in the management of a community with public utilities and the related interaction with the EPA is a plus.

Salary and Benefits

The compensation package includes a salary range of $85,000 to $115,000 and competitive fringe benefits. Since the Village of Yellow Springs is interested in hiring the best possible candidate, the compensation package will ultimately depend on the qualifications of the candidate to whom an offer is extended. Confidentiality of candidates will be respected as long as possible; however, all applications are subject to disclosure under Ohio's public records laws.

How To Apply

If you are interested in this outstanding career opportunity, please submit a detailed résumé with a current salary to:

Douglas Plunkett
Special Advisor
Management Partners
1730 Madison Road
Cincinnati, Ohio 45206

Phone:	513-861-5400
Fax:	513-861-3480
Mr. Plunkett's Direct Line:	740-814-0713

dplunkett@managementpartners.com

Electronic correspondence preferred

Management Partners

Manager's Report, December 3, 2018

Public Works Update

Public Works crews will be picking up limbs from the recent ice storm on December 6th and 7th. Limbs must be cut into manageable pieces and placed at the curb NO LATER THAN this Wednesday, December 5th, as crews will make only one pass through the Village.

Gray's Tree Service is still trimming trees around Village electric lines.

Precision Concrete is grinding down sidewalk trip hazards in the downtown area.

Planning & Zoning

New walk-in office hours at the Planning & Zoning Office are Monday-Friday 10 AM to 2 PM. Other hours by appointment.

Closed December 24th

A reminder that Council kindly added December 24th as a holiday for employees, so the offices will be closed that day. The Police Department will be operating, per usual.

Bryan Center Security

In this packet you will find a report from Sgt. Josh Knapp regarding nighttime building security. We have had numerous issues lately with the types of incidents he describes. Our plan for increased nighttime security is in the report. Officers and dispatchers will continue to assist the public in all the ways they do now. This simply allows those few employees who work the overnight hours to know who is in the building, where they are and what they are doing. The cost for the system is $7,800 and will be taken from this year's budget.

Safe Routes to School Travel Plan
Submitted by Patti Bates
December 3, 2018

Dear Council,

Attached you will find a draft of the updated Safe Routes to School Travel Plan. I have been working to update this Plan with Council President Brian Housh, residents Chris Bongorno, Sylvia Ellison and Deanna Newsom, along with assistance from the schools and input from the public.

In order to be ready to apply for a Safe Routes to School grant when the application period opens in January, this updated Plan must be approved by ODOT, but must first receive and affirmative voice vote from Council. I ask Council to vote on the attached Plan, a draft substantially similar to what will be submitted to ODOT by the end of this week. The ODOT review takes 30 days.

I'm happy to answer any questions.

School Travel Plan

Yellow Springs Schools

Picking Up The Pace For Healthy Kids!

Yellow Springs
BULLDOGS

November 2018

DRAFT

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Section 1: The Safe Routes to School Team

The Yellow Springs Schools Safe Routes To School core team members are:

Patti Bates	Village Manager
Chris Bongorno	AT Committee Member, Mills Lawn Parent
Brian Housh	Council President
Sylvia Ellison	School Board Member, Yellow Springs HS Parent
Deanna Newsom	McKinney Parent
Mario Basora	Superintendent

The primary contact for the project is:

Patti Bates
Village Manager
Village of Yellow Springs
100 Dayton Street
Yellow Springs, OH 45387
937-767-1279
pbates@vil.yellowsprings.oh.us

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Section 2: Introduction

Yellow Springs Exempted School District
Mills Lawn Elementary
McKinney Middle School

Village of Yellow Springs

YS Schools

The mission of the Yellow Springs Schools is to create a challenging educational environment where each student contributes to the intellectual and cultural richness of the community and is provided the skills and knowledge to become a socially responsible self-directed, life-long learner.

The YS Schools are ranked Excellent with Distinction and employ an innovative Project-Based Learning model that emphasizes experiential learning and the development of problem solving skills. Given the centralized location of Mills Lawn Elementary School in the downtown area of the Village, it is ideally situated for students to walk and bike to school. Similarly, McKinney Middle School is within easy distance for students that reside in Yellow Springs to use active transportation to get to school. A variety of educational programs supported by community members and the Yellow Springs Police Department help to facilitate students biking to school.

The Village

Yellow Springs is a small town with a population of about 3,800 residents. The Yellow Springs community is known for its recreational attractions, wonderful downtown shops and unique restaurants. Although small, diversity on many levels has always made Yellow Springs a very desirable place to live. It also has a vibrant and active arts and music scene. A key Village Value is to "seek, in all decisions and actions, to reduce the community's carbon footprint, encourage sound ecological practices and provide careful, creative & cooperative stewardship of land resources."

Travel Plan Vision

Yellow Springs is a healthy, safe and accessible community, where all children are encouraged to and can choose to walk, bike and roll to school via a network of connected sidewalks, paths and shared streets.

Travel Plan Goals

- Increase the current number of walkers and cyclists by 25% within five years.
- Grow the number of partnerships and participants in SRTS events within the schools and broader community.
- Complete at least one high priority SRTS infrastructure project by 2024.
- Expand a supportive SRTS policy framework within the YS Schools and the Village of Yellow Springs.

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Section 3: Public Input Process

Events/Input Sessions

- *Bike to School Day*
- *Opening Day for Trails*
- *ATP Public Meetings*
- *Walk to School Day*
- *YS Street Fair*
- *Farmers Market*

Materials available to the public at these meetings included National Safe Routes information sheets, parent surveys, local Walk/Bike to School guides, Village maps and plan concepts.

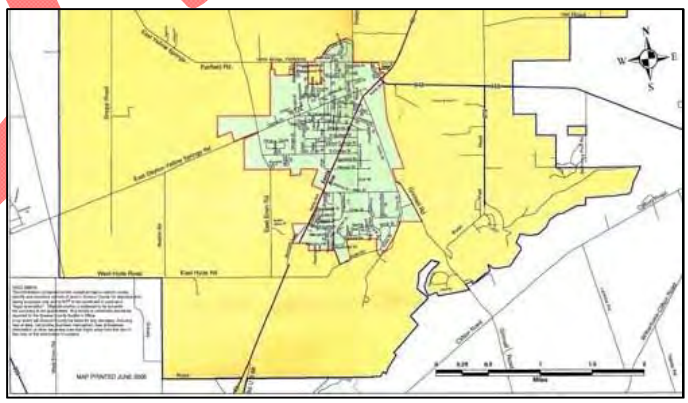
The Yellow Springs Active Transportation Committee and Village Manager Patti Bates have led the SRTS effort throughout 2018. A key component of the project involved a public input process that aligned with the creation of a Village Active Transportation Plan, a process which engaged the community in a variety of settings over nine months. Insight, information and advice regarding active school commuting was gathered from community stakeholders, including parents, students, teachers, administrators, school staff, School Board members, local law enforcement and the community at-large.

Specific to the School Travel Plan, parent surveys were distributed through the schools, at events and via social media in October 2018. In-class travel tallies were completed by teachers at both Mills Lawn Elementary and McKinney Middle School on October 16-18.

From the public meetings/engagements, the most common suggestions and ideas expressed were:

- Safety should be improved around both schools, highlighting the importance of sidewalks, signage and traffic flow.
- Sidewalks need to be added on Limestone St. and around Mills Lawn School.
- Sidewalks need to be improved to facilitate accessibility on N. Walnut St. between Pleasant and Cliff St.
- Crosswalks & signage at Dayton St./High St., Dayton St./Stafford St./Elm St. and YS-Fairfield Pike/Fair Acres Dr. should be better.
- Completing the sidewalk at Elm St., crossing S. Stafford St., is a priority.
- A complete sidewalk on Yellow Springs-Fairfield Pike, Ridgecrest Dr. to Polecat Rd. and Polecat Rd. to Little Miami Scenic Trail is needed.
- The sidepaths on Dayton St. and W. S. College St. should be repaired or removed, with other modifications to W.S. College St. to improve safe student travel to McKinney Middle School.
- More educational programming is needed, especially for younger students.
- Adequate bike racks for both schools are needed.

A walking audit of barriers to active transportation was conducted on August 24, 2017. SRTS team members covered a 0.75-mile radius of the elementary school and 1.5-mile for the Middle School. A variety of stakeholders have been interviewed to discover other perspectives on school transportation. These include school principals, school board members, local school children, local and township planning officials, elected officials, parents and community members. During April – November, 2018 the YS SRTS core team met monthly to discuss the audit, surveys, interviews and possible solutions.



Yellow Springs Exempted School District

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Section 4: Description of Schools

Mills Lawn Elementary

McKinney Middle

Yellow Springs children attend Mills Lawn Elementary, McKinney Middle School, Yellow Springs High School (public schools), or The Antioch School (private). Included in this Travel Plan are Mills Lawn Elementary and McKinney Middle School shown on the maps below.

Mills Lawn Elementary serves 382 children in grades K through 6. It is located at 201 South Walnut Street and is open between the hours of 8:15 a.m. and 2:45 p.m.

McKinney Middle School serves grades 7 and 8, and is located at 420 East Enon Road. This school has 115 students and is open between the hours of 8:45 a.m. and 3:31 p.m.

Mills Lawn Elementary School

McKinney Middle School

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Section 5: School Demographics

The tables below provide demographic information about the three Yellow Springs schools included in the Travel Plan.

Table A. Racial makeup of the Yellow Springs schools included in the Travel Plan.

	Mills Lawn Elementary	McKinney School	State Average
White	71%	74%	78%
Black	70%	3.5%	15%
Hispanic	n/a	3.5%	
Multiracial	20%	19%	3%
Unspecified	2%	n/a	n/a

Table B. Further demographic information from the Yellow Springs schools included in the Travel Plan.

	Mills Lawn Elementary	McKinney School	State Average
Economically disadvantaged students	31%	27%	36%
Disabled students	13%	15%	14%
Gifted students	11%	12%	N/A
Migrant students	0%	0%	N/A
Limited English proficient (LEP) students	<1%	0%	N/A

N/A: not available

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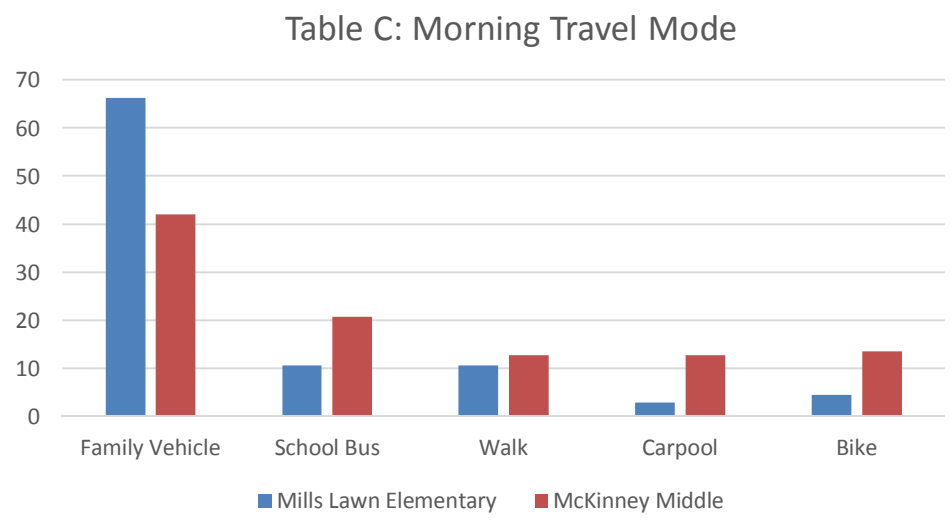
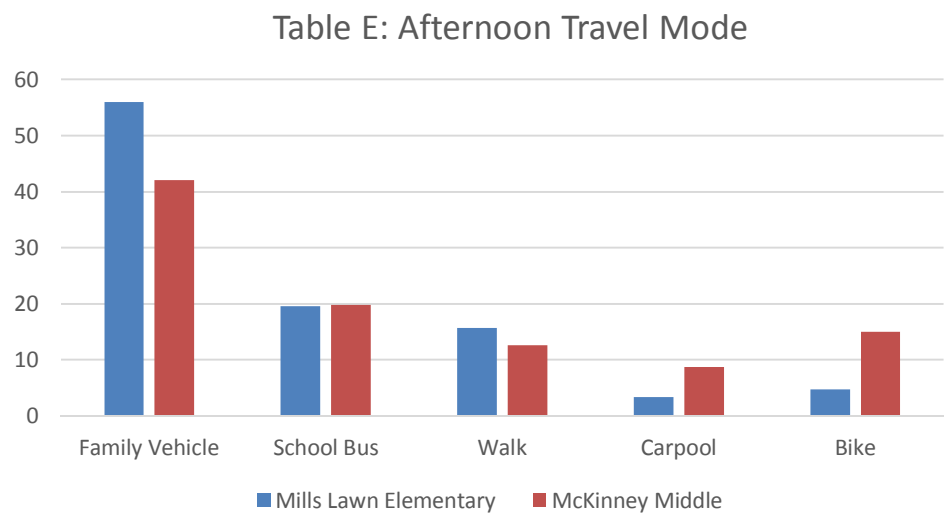
Section 5: School Demographics continued

Travel Tallies & Parent Survey Results

School travel tallies were conducted by teachers during the week of October 15, 2018. As shown in the figures below, Yellow Springs public schools have a higher share of students riding in family vehicles, a lower share riding school buses and a similar share walking to school, when compared to national SRTS averages. McKinney Middle School has a higher share bicycling than the national SRTS data.





Section 6: Current School Travel Environment

School Hours:

Mills Lawn – School Hours 8:15 a.m. to 2:45 p.m.
The school has a bus loop drive located on the backside of the school (enter off W. Limestone St.). Parent auto drop-off and pick-up are separate at the front of school on S. Walnut St. and a small graveled area on W. Limestone St.

McKinney Middle School– School Hours 8:45 a.m. to 3:31 p.m.
At the front of the school on E. Enon Rd. is a one-way drive for drop-off/pick-up. There is also a parking lot entrance that serves this purpose.

Transportation Policies:

Yellow Springs Exempted School District provides bus service to elementary school students living more than 0.75 miles from Mills Lawn School. Bus service is offered to middle school students living more than 1.5 miles from McKinney Middle School. See Attachments A and E.

Bus Schedules:

See Attachment E.

Safety/Support Policies:

The Yellow Springs Police Chief is present whenever possible during school drop-off/arrival at the public elementary schools. There are school crossing guards posted at immediate crosswalks for elementary students.

A Yellow Springs police officer is present whenever possible during school drop-off/arrival at the public middle school. The principal and/or the assistant principal also supervise morning drop-off when available.
See Attachment B, C and D.

The following letter appeared in the Yellow Springs News from Police Chief Carlson.

"The Yellow Springs police chief will be present whenever possible during school drop off/arrival at the public elementary school. There are school crossing guards posted at immediate crosswalks for elementary kids.

The Yellow Springs Police Department in conjunction with Mills Lawn School encourages children and parents alike to use the utmost care when arriving to and departing school. This message is for all who walk, ride their bikes, or are transported by car or school bus.

For those who walk, please stay on the sidewalk and use marked cross-walks when crossing streets. For those areas that don't have sidewalks, please stay off the traveled portion of the street used by vehicle traffic. Bicyclists need to follow traffic laws, (stop signs and traffic lights), wear helmets, and remember to walk their bikes when they get onto Mills Lawn school property. At intersections where Mills Lawn Safety Patrol students are posted, all traffic, including pedestrians, bicyclists and any motor vehicles, must obey the directions given by the safety patrol students, especially when their flag blocks the crosswalk to oncoming traffic.

For students who are dropped off by car, we would strongly encourage parents to drop off their children so they exit the vehicle on the Mills Lawn side. This may necessitate circling the school in a clockwise manner in order to get your child to the proper drop off point, but we are trying to avoid having children cross in front of oncoming traffic to enter school property. Another important factor in this safety is that parents drop their children off in the designated areas only. These would include directly in front of Mills Lawn at the main entrance (near the office), at the entrance near the gym, and on W. limestone Street at the southernmost entrance. No children should be dropped off behind the school where buses drop off children or where the teachers park."

Thank you! Chief Brian Carlson, YSPD

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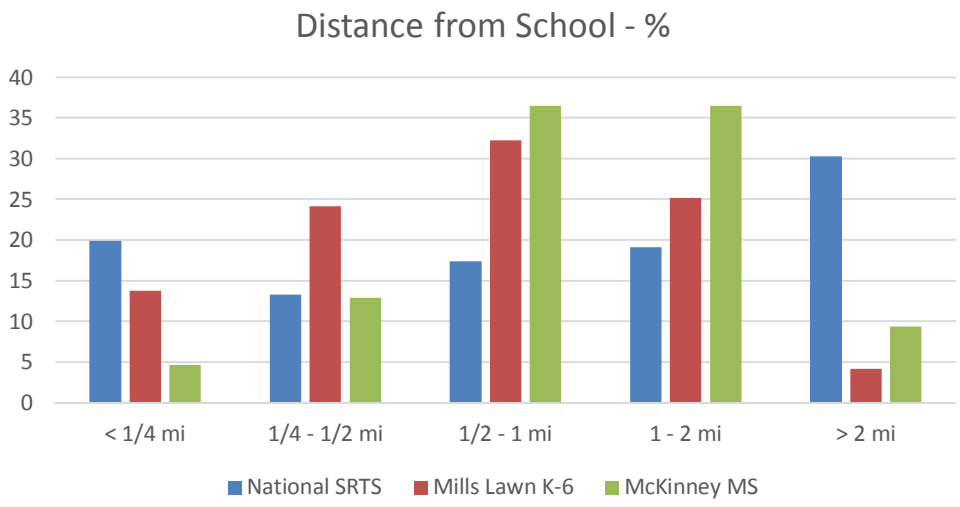
Distance From School

Mills Lawn Elementary School and McKinney Middle School both have higher proportions of students living less than 2 miles from school than the National SRTS average.

- **38%** of Mills Lawn Elementary students live within 1/2 mile of school.
- **70%** of Mills Lawn Elementary students live within one mile of school.
- **95%** of Mills Lawn Elementary students live within 2 miles of school.

- **18%** of McKinney Middle School students live within 1/2 mile of school.
- **54%** of McKinney Middle School students live within one mile of school.
- **90%** of McKinney Middle School students live within 2 miles of school.



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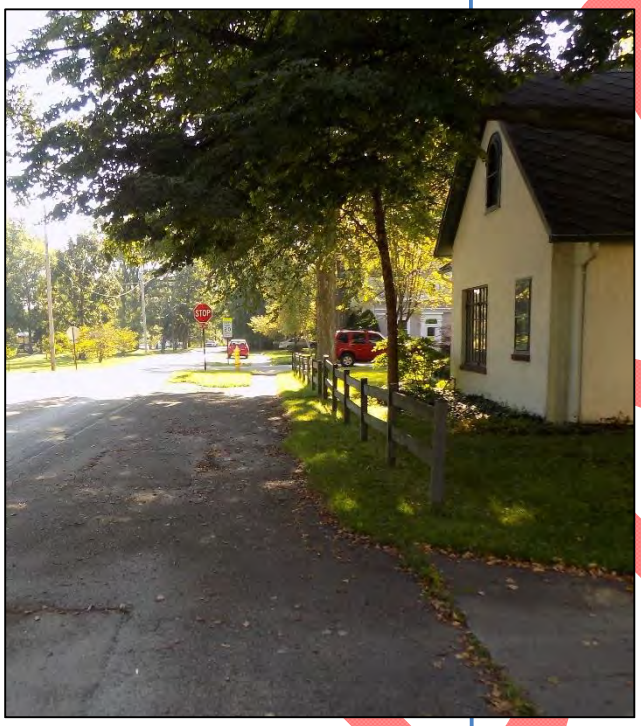
Section 7: Barriers to Active Transportation

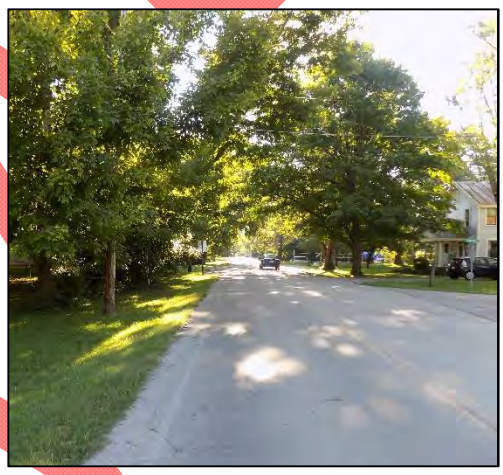
In 2008, Yellow Springs school district modified its busing policy to limit busing to children living outside a .75-mile radius of the elementary school and 1.5-mile radius for the middle/high school. Consequently, transportation to the Village schools was replaced, for some, with walking, biking or family vehicle pick-up/drop-off. The original School Travel Plan was, in part, a response to these changes and the desire to create a more accessible, walkable and bike-able network of streets and sidewalks for students and their families. The Village and Active Transportation Committee continually assess the travel environment and have facilitated a number of improvements to programs and infrastructure in the intervening years. However, barriers still exist, including those identified by the SRTS Team, which are briefly summarized in this section.

Sidewalks:

Sidewalks are provided on approximately 35% of the street network within the Village of Yellow Springs. In several blocks, sidewalk is provided for only a portion of the street, resulting in a sporadic, discontinuous sidewalk network. During the walking audit, sidewalk blockage from limbs or parked cars was observed at several locations. The Village routinely monitors the sidewalk for obstructions, and notifies property owners to trim shrubs, as necessary, to keep the sidewalk paths clear.



Sidewalk is discontinuous in several blocks throughout the Village



Sidewalks are not provided on several residential streets

Obstructed sidewalk

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Section 7: Barriers to Active Transportation

Signalized Crossing at Xenia Ave.

Sidewalk in disrepair creates low spot, trapping water – creating potential icy spot in winter and tripping hazard.

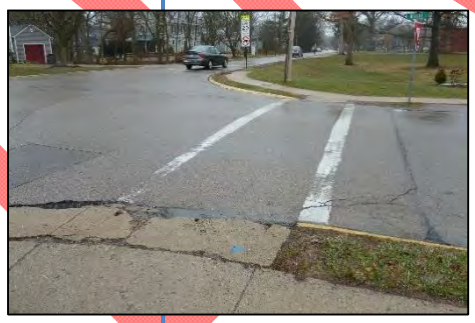
Busy Streets:
Neighborhoods are separated from the area schools by streets, which carry heavy traffic, traveling at higher speeds. The major street crossings identified as troubling by most parents include:

- Xenia Avenue (SR 68). A traffic signal and crosswalk are provided at East Limestone St., near Mills Lawn Elementary. The traffic signal is equipped with pedestrian signal heads and pushbuttons, as well as with bicycle detection loops. The posted speed limit is 25 MPH at this intersection, but is 35 MPH from one block south to the Village boundary.

- Dayton-Yellow Springs Rd. The speed is designated first for 35 MPH adjacent to the McKinney Middle School campus and is reduced to 25 MPH within two blocks of Mills Lawn. However, traffic entering the Village is often exceeding the speed limit – since the speed limit outside the Village limits is 45 MPH.

- Yellow Springs-Fairfield Rd. Similar to Dayton-Yellow Springs Rd., traffic speed and volumes are a concern of parents with children crossing this road. Though the existing subdivision north of YS-Fairfield Rd. (at Fair Acres Dr.) does not include sidewalks, there is a painted crosswalk at YS-Fairfield Rd. and a new sidewalk that extends from Fair Acres to N. Winter Street, which were completed in 2017 with Safe Routes funds.

Other Concerns:
As part of recent walking audits, the SRTS team addressed several additional concerns, including non-compliant curb ramps, sidewalks in disrepair, neglected bike sidepaths, and sidewalk obstructions, as described below. Curb ramp replacement and installation was undertaken with the support of a grant from the Miami Valley Regional Planning Commission/ODOT and a Community Development Block Grant. The Village now has a complete circuit of accessible sidewalks that reaches both public school campuses.



Several curb ramps in the vicinity of schools are not ADA compliant.

A bike sidepath system was constructed in the Village in the 1960's. The path now creates confusion on the crossing point.

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Section 8: Creating Solutions and Countermeasures

Constructing sidewalk around perimeter of Mills Lawn provides a safe walking perimeter around the school, and creates an atmosphere where walking is clearly encouraged. Extending the sidewalk on W. Limestone to Dayton-Yellow Springs Road provides a safe walking path for students traveling to the school from the western portion of the community.

In order to achieve the vision and goals of this plan, the SRTS team has identified a program involving the 5 Es, as described below.

Engineering:

A program of recommended improvements was developed to achieve the goal of this project. The intent of the program is to provide a pragmatic, fundable, and incremental improvement program to promote safe, active transportation of school children to and from school. The package includes quick, low-cost improvements which can be implemented in the short-term and medium-range recommendations intended to further maximize the opportunity for children to safely walk and bike to school. A summary of the proposed program is described below, and is illustrated in Section 9, pg. 14 of this document.

Short Term Recommendations – *All Schools*

- Crosswalk Enhancements – All crosswalks along the designated routes to schools should be enhanced to more clearly designate the crosswalk as a desirable crossing location. "Continental" or "ladder" markings should be installed on all designated crosswalks and high visibility school crossing signs should be added, where signs are not currently provided. In-street and curbside "Yield to Pedestrian" signs should be added at all designated crossings, similar to those that have been installed on Dayton Street at N. Winter Street.

- Sidewalk and Wheelchair Ramp Repair – It is recommended that sidewalk in disrepair should be replaced for the perimeter surrounding all three Village schools. Ramps were replaced/installed using two grants in 2017-2018.

- Bike Racks and Covers – Additional bike racks should be added at all three schools. The existing bike racks are frequently full, particularly during warm months. Add covered semi-enclosures for bike racks at Mills Lawn and McKinney Middle schools to provide additional protection from snow and rain and encourage year-around biking.

- Tree and Shrub Clearing – The sidewalks along the designated school routes should be periodically surveyed to monitor for tree branch and shrub growth obstructions. Property owners should be notified to provide limb and brush trimming, when appropriate, in conformance with standard Village policies.

Short Term Recommendations – *Mills Lawn Elementary School*

- Extend a Designated Safe Route sidewalk along W. Limestone – Construct sidewalks along W. Limestone, from Xenia Avenue to Dayton Street. Improvements should include drainage upgrades, ADA compliant curb ramps, and clearly marked crossings. Additional traffic calming measures, such as speed bumps or raised crosswalks could also be considered to slow cut-through traffic.

- Complete sidewalk around Mills Lawn School and extend sidewalk on Limestone Street – Install sidewalk on Phillips Street and Limestone Street in front of Mills Lawn Elementary School, to provide a continuous sidewalk perimeter around the school. Install sidewalk on Limestone Street to connect to the existing sidewalk segment at Dayton-Yellow Springs Road.

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Section 8: Creating Solutions and Countermeasures

Short Term Recommendations – *McKinney Middle School*

- Add "Bike May Use Full Lane" signs – The village currently has sharrows on W. South College Street. Middle School students biking to McKinney have reported issues with anxious drivers, unaware or unwilling to share the road with cyclists. Future plans may include adding signs along S. College Street and extending the school zone, and follow-up with community/student-biker education and enforcement to improve safety.

Mid Term Recommendations – *Mills Lawn Elementary School*

- Flashing School Zone/"Your Speed is XX" Sign – Install "your speed is" signs at designated crossings on Yellow Springs and Dayton Street. Activate the automatic speed message during school crossing periods. Record average speeds before and after installation, to evaluate effectiveness of signs, and reinforce with additional community education as necessary. (See Action Plan for additional Evaluation Measures.)

- Install Curb "Bulb-Out" for the east crosswalk crossing on Dayton Street at Stafford Street and the east crosswalk crossing on Dayton Street at Winter Street. As part of this improvement, the crosswalks should be repainted to optimize crossing locations, and improve ADA compliance. The bulb out will improve visibility for motorists and pedestrians, and reduce the overall crossing distance.

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Section 8: Creating Solutions and Countermeasures

The 5 Es of Education, Encouragement, Enforcement, Engineering, and Evaluation have been used according the SRTS guidelines to build these solutions and counter measures.

Proposed Non-Infrastructure Activities:

Education and Encouragement

- Enhance existing school wellness and safety programs
- Involve the PTO at least 2 times per year
- Create a suggested walk/bike route map; possibly marking the route w/symbols
- Create Walking School Bus/Bike Train
- Nutritional information for calorie burning ie: an apple has x number of calories = walk+time so far/bike+time so far to burn the calories.
- Create a walk/bike to school day for Yellow Springs with a rodeo of games during recess and Phys Ed
- Participate in the International Bike/Walk to School Day in October of every year
- Create fundraising activities that involve walking and biking- i.e.– a kid biathlon type event
- Log-It track steps on a daily basis for a specified period of time: special projects for 5th and 6th grade using math classes and pedometers finding averages, discover how many steps involved in an activity, create logs and charts, etc.
- Articles in the local paper or a permanent , once a month Tips & Tricks column
- Using public access TV(channel 5) to make short, on-going informational presentations
- Create clubs that emphasize creative use of biking/walkingas well as nutrition

Enforcement

- Jaywalking
- Speed limit on major roads
- School zone speed limit
- Yield to pedestrian signs
- Drop off/pick-up policy
- Adult crossing guard assistance

Evaluation

- Before/after speed zone studies
- Changes in walking/biking habits
- Have on-going, periodic tallies and surveys

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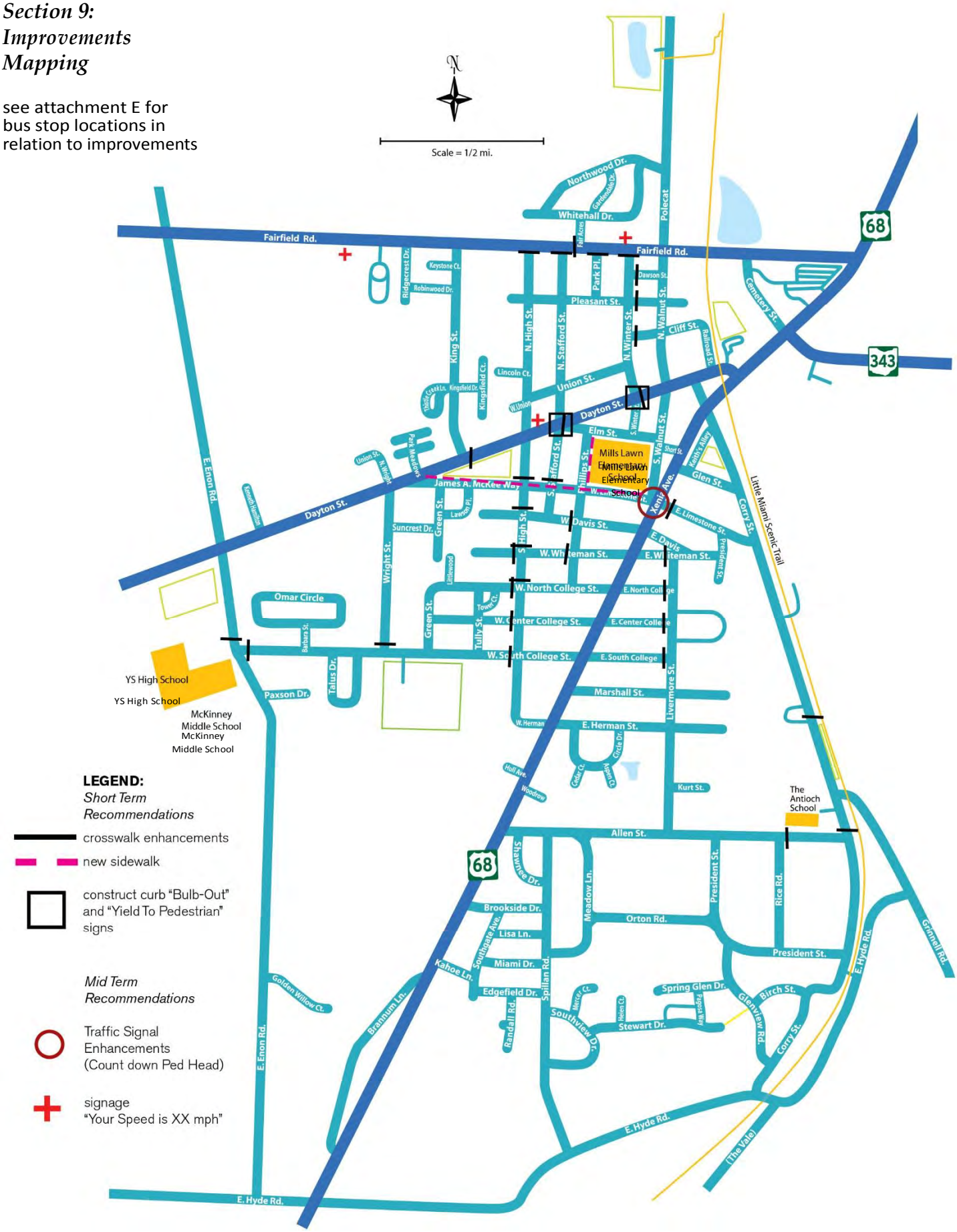
Section 9: Improvements Mapping

see attachment E for bus stop locations in relation to improvements



LEGEND:

Short Term Recommendations

- crosswalk enhancements
- new sidewalk
- construct curb "Bulb-Out" and "Yield To Pedestrian" signs

Mid Term Recommendations

- Traffic Signal Enhancements (Count down Ped Head)
- signage "Your Speed is XX mph"

Section 10: The Action Plan

The group discussed, evaluated and prioritized projects based on the best options for students and the community, with safety concerns very high on the list. We were also interested in doing as much as we could with potential funding for the highest impact on schools. This plan is a compilation of observation, walking, engineering recommendations and surveys.

Type	Name	Detail	Time Frame	Responsible Party	Status	Est Cost	Possible Funding Sources	% of Students Affected
Engineering	New/Upgrade & standardize crosswalk markings	Use "ladder style" marking @ Mills Lawn School, McKinney Middle School & Antioch school plus other major crossings	Fall 2010, 2011	Village of Yellow Springs (VYS)	under way & proposed	$7,300	SRTS/VYS	100%
Engineering	signal programming	change timing at Limestone/S.Walnut/Xenia intersection to promote better traffic flow add pedestrian countdown signal heads	2012	VYS	proposed	$6,800	SRTS	100%
Engineering	School Zone signage	standardize signage w/up-to-date wording/images for all schools	2012	VYS	proposed	$3,000	SRTS	100%
Engineering	3 digital speed limit signs	higher awareness of driver speed especially in higher volume arterial & rural connector neighborhoods	2012	VYS	proposed	$15,000	VYS SRTS	100%
Engineering	additional sidewalks	From Xenia Axe up the North side of W. Limestone St. to Phillips St.	2012	VYS	proposed	$16,300	SRTS	70%
Engineering	additional sidewalk	Phillips St. & Limestone St. around MLS property	2012	VYS	proposed	$27,200	SRTS	70%
Engineering	sidewalk repair	repair MLS front sidewalk & immediate areas	2012	VYS	proposed	$13,600	SRTS	100%
Engineering	bike racks & covers	replace old, create permanent places for covered racks	2012	YSESD Antioch School	proposed	$3,00	SRTS	40%
Education	SRTS Booklet & Route Maps	Develop & print booklets tailored to MLS/McK/ Antioch containing age-appropriate ped/bike safety info & activities. Distribute to every child & their families.	2012	VYS, YS Exempted School District (YSESD) The Antioch School	proposed	$6,000	SRTS/VYS PTO (Parent Teacher Organization)	100%
Education	training groups- safety patrol	creating specific brochures, maps, enhancing teaching materials, showing up to assist on training days; add to website as pdf for download	2012	SRTS	proposed	$2,000	SRTS	100%
Education	3rd 4th grd bike hike	Promotional materials, maps. add to website as pdf for download	2012	SRTS	proposed	$400	SRTS	30%
Education	pedestrian training w/school nurse	creating specific brochures, maps, enhancing teaching materials, showing up to assist on training days; add to website as pdf for download	2012	SRTS/YSESD	proposed	$450	SRTS	100%
Education	Regular special parent workshops	teach parents to keep consistent/ accurate information about laws, school policy & safety behavior	2012	SRTS/PTO	proposed	$200	SRT	100%
Encouragement	International Walk/Bike to School Day	Organized parade with educational activities prior, media campaign, etc.	2012	YSESD, Antioch School, SRTS, VYS, Safe Kids	proposed	$500	SRTS	100%
Encouragement	community media blitz	periodic articles locally to promote & educate the community	2012	SRTS/YSBEC	proposed	- 0 -	SRTS	100%
Encouragement	walking school buses	encourage walking to school w/adult supervision	2012	VYS /YSESD Antioch Shool	proposed	- 0 -	SRTS	100%
Encouragement	contests, games for students w/prizes	incorporate into gym class; recess activities; grade level competitions for most walk/bike days	2012	SRTS/YSESD/ PTO	proposed	$200	SRTS	100%
Encouragement	route markings	use a symbol on road to show suggested best routes to school	2012	VYS	proposed	$1,000	SRTS	100%
Enforcement	Crossing Guards	Improve current patrol efforts, provide tools & incentives. Provide a small stipend or gift cards for local retailers.	2012	YSPD, SRTS	proposed	$500	VYS	100%
Enforcement	Hire adult crossing guards	Assist/replace police at critical crossings. Keep high profile adult presence especially @ middle school.	2012	VYS/YS Police Dept.	proposed	$3,000	SRTS	100%
Evaluation	SRTS Evaluation	Collect & review student travel tallies & parent surveys	Tallies 2x/yr, Surveys 1x/yr	YSESD, SRTS	proposed	- 0 -	VYS	100%

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Yellow Springs Schools

Picking Up The Pace For Healthy Kids!

Type	Name	Detail	Time Frame	Responsible Party	Status	Est Cost	Possible Funding Sources	% of Students Affected
Engineering	New/Upgrade & standardize crosswalk markings	Use "ladder style" marking @ Mills Lawn School, McKinney Middle School & Antioch school plus other major crossings	Fall 2010, 2011	Village of Yellow Springs (VYS)	under way & proposed	$7,300	SRTS/VYS	100%
Engineering	Yellow Springs-Fairfield Pike Sidewalk	Build a sidewalk between N. Winter St. and N. Stafford St. on south side	Spring 2012	VYS	proposed	$22,500	SRTS	8%
Engineering	signal programming	change timing at Limestone/S.Walnut/Xenia intersection to promote better traffic flow and add countdown pedestrian signal heads	2012	VYS	proposed	$6,800	SRTS	100%
Engineering	School Zone signage	standardize signage w/up-to-date wording/images for all schools	2012	VYS	proposed	$3,000	SRTS	100%
Engineering	3 digital speed limit signs	higher awareness of driver speed especially in higher volume arterial & rural connector neighborhoods	2012	VYS	proposed	$15,000	VYS SRTS	70%
Engineering	additional sidewalks	From Xenia Axe up the North side of W. Limestone St. to Dayton St.	2012	VYS	proposed	$27,200		70%
Engineering	additional sidewalks	On Phillips St. & Limestone St.around MLS property	2012	VYS	proposed	$16,300	SRTS	100%
Engineering	sidewalk repair	repair MLS front sidewalk & immediate areas	2012	VYS	proposed	$13,600	SRTS	100%
Engineering	bike racks & covers	replace old, create permanent places for covered racks	2012	YSESD Antioch School	proposed	$3,900	SRTS	40%
Education	SRTS Booklet & Route Maps	Develop & print booklets tailored to MLS/McK/ Antioch containing age-appropriate ped/bike safety info & activities. Distribute to every child & their families	2012	VYS, YS Exempted School District (YSESD) The Antioch School	proposed	$6,000	SRTS/VYS PTO (Parent Teacher Organization)	100%
Education	training groups-safety patrol	creating specific brochures, maps, enhancing teaching materials, showing up to assist on training days; add to website as pdf for download	2012	SRTS	proposed	$2,000	SRTS	100%
Education	3rd 4th grd bike hike	Promotional materials, maps, add to website as pdf for download	2012	SRTS	proposed	$400	SRTS	30%
Education	pedestrian training w/school nurse	creating specific brochures, maps, enhancing teaching materials, showing up to assist on training days; add to website as pdf for download	2012	SRTS/YSESD	proposed	$450	SRTS	100%
Education	Regular special parent workshops	teach parents to keep consistent/ accurate information about laws, school policy & safety behavior	2012	SRTS/PTO	proposed	$200	SRT	100%
Encouragement	International Walk/Bike to School Day	Organized parade with educational activities prior, media campaign, etc.	2012	YSESD, Antioch School, SRTS, VYS, Safe Kids	proposed	$500	SRTS	100%
Encouragement	community media blitz	periodic articles locally to promote & educate the community	2012	SRTS/YSBEC	proposed	- 0 -	SRTS	100%
Encouragement	walking school buses	Encourage walking to school w/adult supervision	2012	VYS /YSESD Antioch Shool	proposed	- 0 -	SRTS	80%
Encouragement	contests, games for students w/prizes	incorporate into gym class; recess activities; grade level competitions for most walk/bike days	2012	SRTS/YSESD/ PTO	proposed	$200	SRTS	100%
Encouragement	route markings	use a symbol on road to show suggested best routes to school	2012	VYS	proposed	$1,000	SRTS	100%
Enforcement	Crossing Guards	Improve current patrol efforts, provide tools & incentives. Provide a small stipend or gift cards for local retailers.	2012	YSPD, SRTS	proposed	$500	VYS	100%
Enforcement	Hire adult crossing guards	Assist/replace police at critical crossings. Keep high profile adult presence especially @ middle school.	2012	VYS/YS Police Dept.	proposed	$3,000	SRTS	100%
Evaluation	SRTS Evaluation	Collect & review student travel tallies & parent surveys	Tallies 2x/yr, Surveys 1x/yr	YSESD, SRTS	proposed	- 0 -	VYS	100%

Larger version of pg.15

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Letter from Council to come.

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Section 11: Plan Endorsements

The Yellow Springs Schools and The Antioch School have the support and backing of the following stakeholders who are from many areas of the community.

First Row:

Brian Carlson, Police Chief

Colin Altman, Chief, Fire & Rescue

Mario Basora, Superintendent, YS Schools

Steffanie Marchese, Bd of Ed. Asst. to Superintendent

Sharon Horne, Bd. of Ed. Transportation Coordinator

Aida Merhemic, Pres. of School Board

Jack Hatert,,interim principal, McKinney Middle School/YS High School

Matt Housh, Principal, Mills Lawn Elementary

John Gudgel, Guidance Counselor, Mills Lawn Elementary

Robert Grote, Phys Ed, Mills Lawn Elementary

Katherine Lohmeyer, Phys Ed, McKinney Middle School/YS High School

Charlyn Cantrell, YS School Nurse

Second Row:

Patti Bates, YS Village Manager

Denise Swinger, Zoning Administrator

Karen Wintrow, Pres. Chamber of Commerce

Sylvia Ellison, Board of Education member, YS High School Parent

Signatures to come

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Section 12
Supporting Documents

Attachments

Current School Travel Environment section 6, pg 7

A Scattergrams, *Transportation Policies*

B biking/walking/drop off & pick up on school grounds, *Safety/Support Policies*

C crossing guard locations, *Safety/Support Policies*

D sidewalk locations and suggested walking routes, *Safety/Support Policies*

Current School Travel Environment section 6, pg 7
Improvements Mapping section 9, pg 14

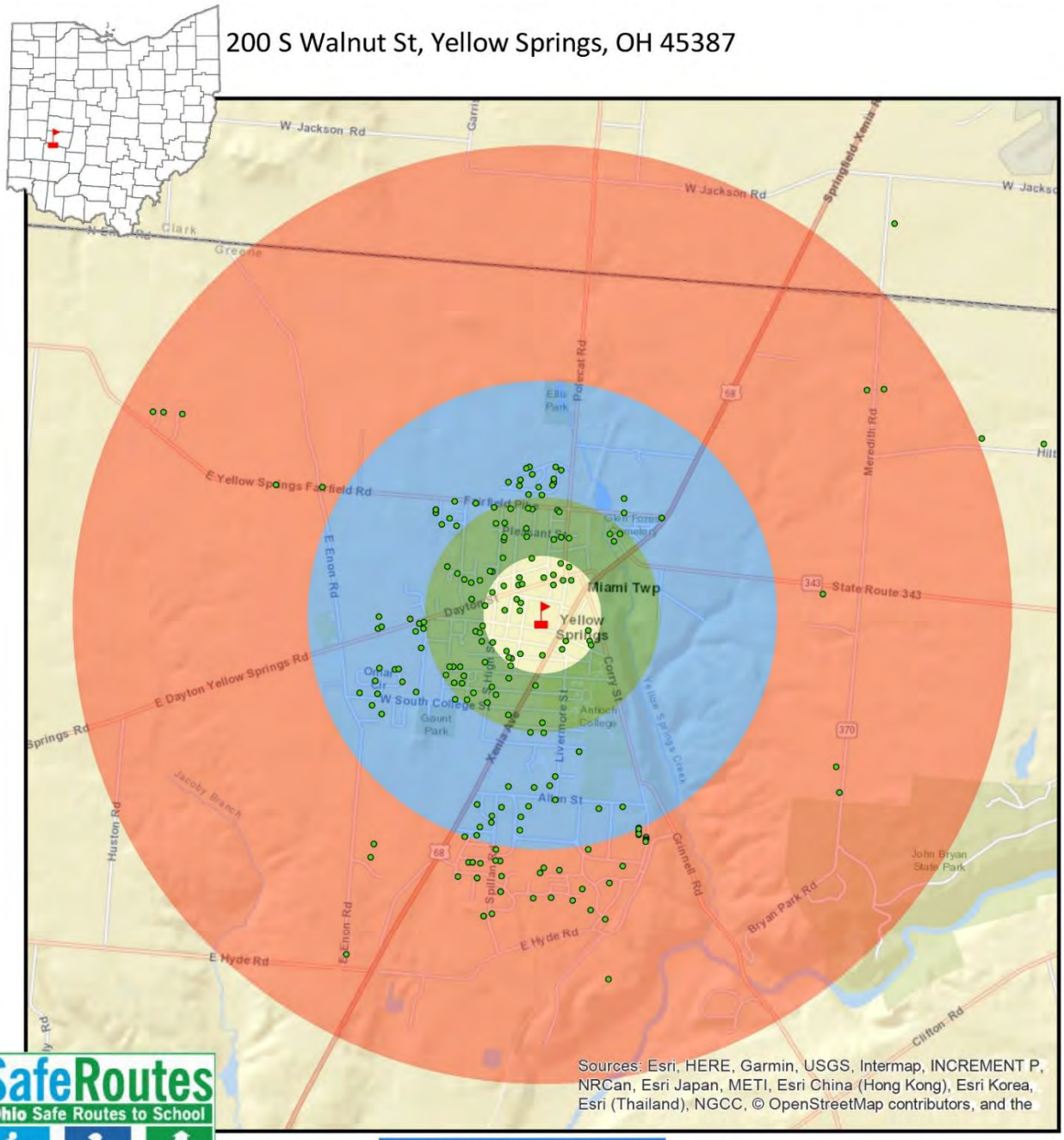
E Bus Schedule, *Transportation Policies*

DRAFT

A

Mills Lawn Elementary School - Yellow Springs School District - Greene Co

200 S Walnut St, Yellow Springs, OH 45387

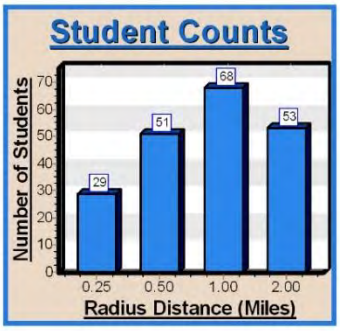


SafeRoutes
Ohio Safe Routes to School

8/7/2018

Total Enrollment = 210

	Radius (Miles)
County Boundary	0.25
City Boundary	0.5
School	1.0
Students	2.0



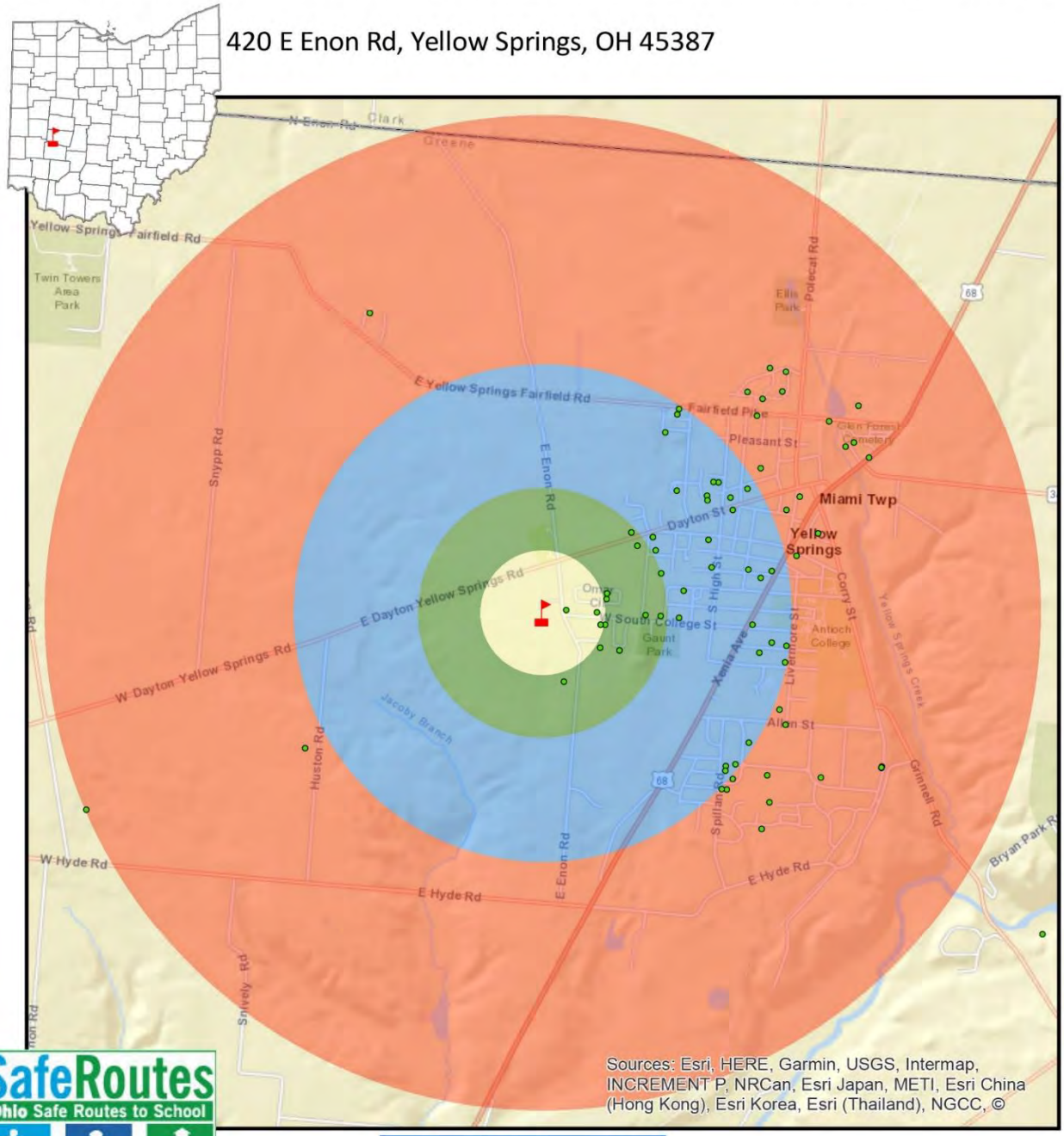
Feet
0 750 1,500 3,000 4,500
0 4 8 16 24
Minutes to Walk

Ohio Department of Transportation
Division of Planning
Office of Program Management

A

McKinney Middle School - Yellow Springs School District - Greene Co

420 E Enon Rd, Yellow Springs, OH 45387

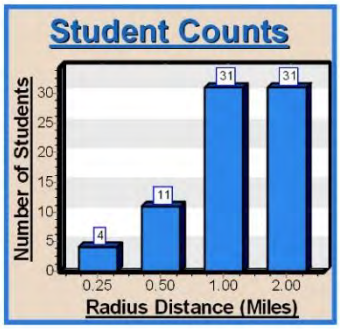


SafeRoutes
Ohio Safe Routes to School

8/8/2018

Total Enrollment = 85

	Radius (Miles)
County Boundary	0.25
City Boundary	0.5
School	1.0
Students	2.0



Feet
0 700 1,400 2,800 4,200
0 4 8 16 24
Minutes to Walk

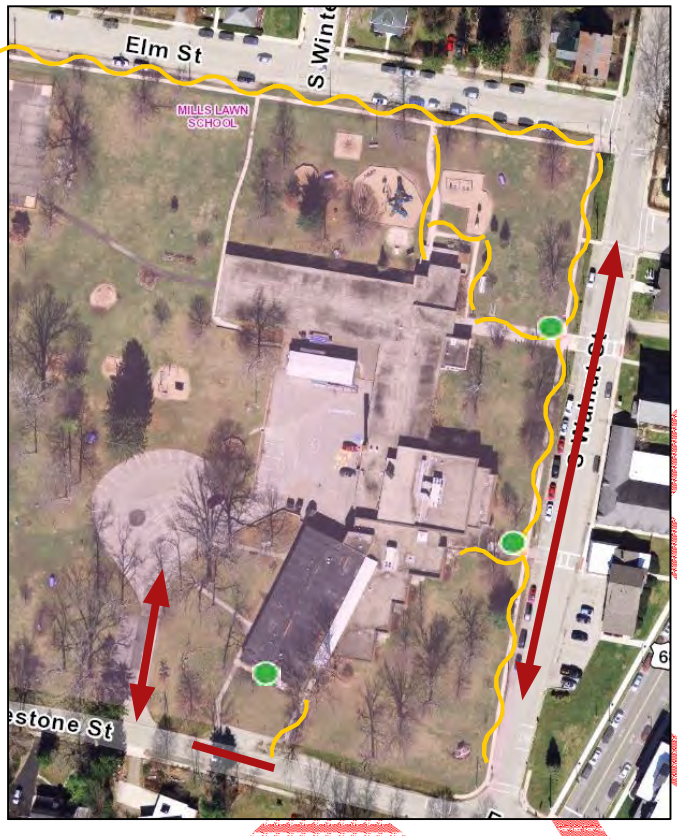
Ohio Department of Transportation
Division of Planning
Office of Program Management

B

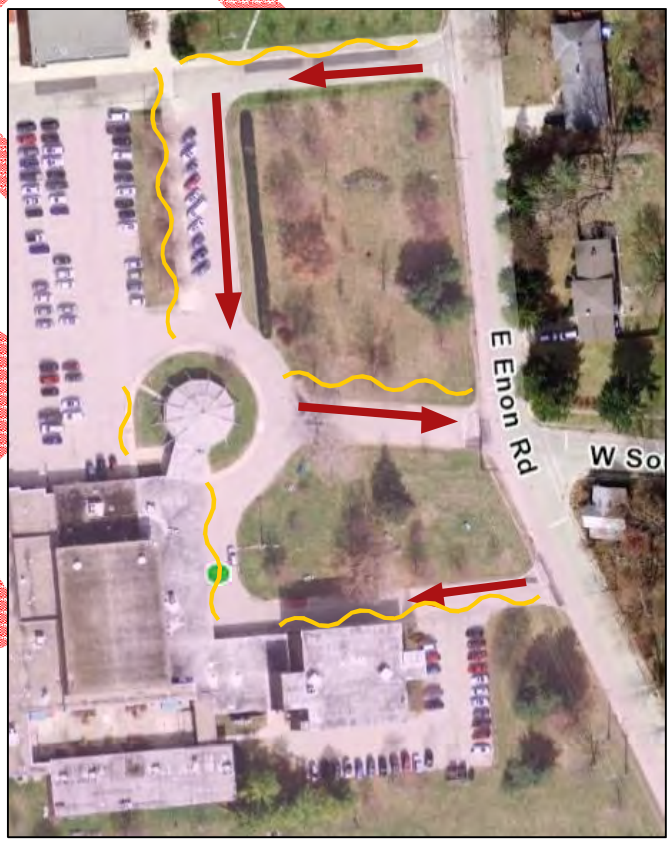
bike parking

walking on school grounds

drop-off/pick-up



Mills Lawn Elementary School

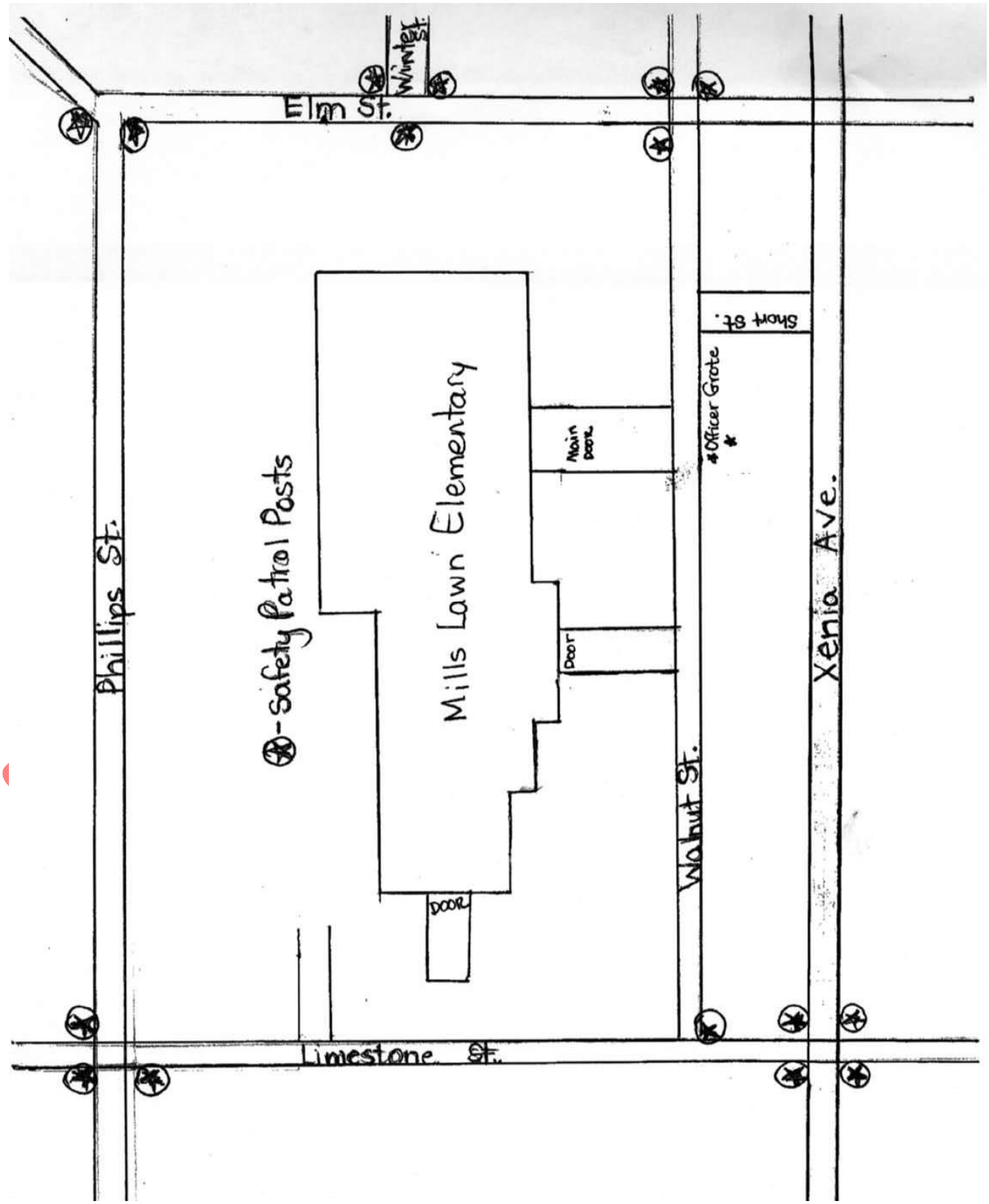


McKinney Middle School

DRAFT

C

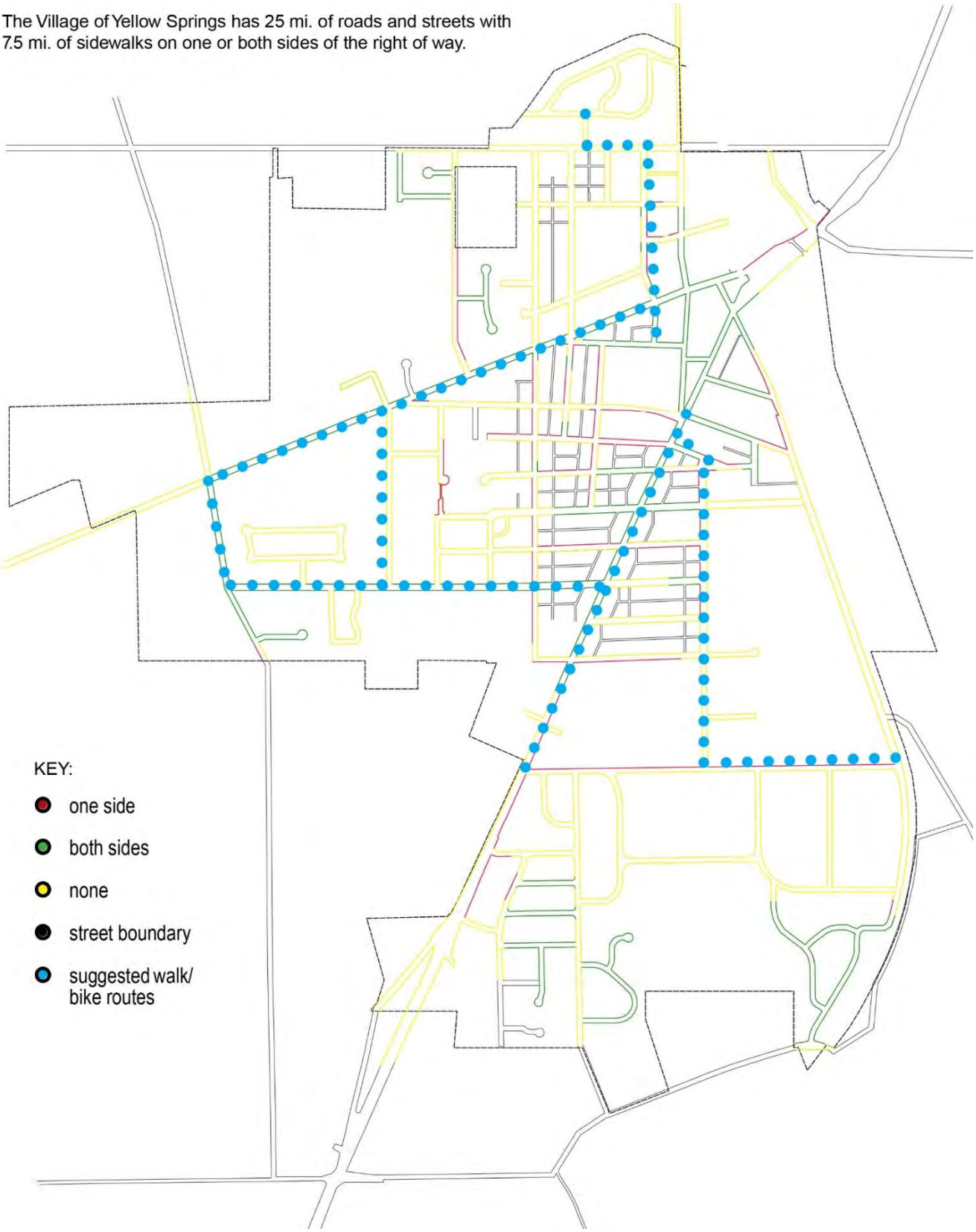
Crossing Guards Locations



Courtesy of Mrs. Jody Chick and Mrs. Jody Pettiford, teacher advisors; artwork by Mills Lawn student crossing guard.

D

Village Sidewalks



E

2018-2019 Bus Schedule and Stop Locations

BUS 3

Mills Lawn A.M. Route

6:58 269 Y.S. Fairfield Rd.
7:01 Yellow Springs Rd at Carol Drive
7:03 108 Yellow Springs Fairfield
7:05 240 Yellow Springs Fairfield
7:08 661 N. Enon Road
7:10 387 N. Enon Rd.
7:13 Ridgecrest of off Fairfield Pk
7:15 617 Robinwood Drive
7:17 555 Fairfield Pike
7:18 517 Fairfield Pike
7:26 508 Hyde Road
7:28 534 Golden Willow Court
7:30 3788 E. Enon Road
7:31 E. Enon Rd @ Paxson Dr.
7:34 W.S. College St @ Barbara St
7:38 YSHS near Music Room
7:41 601 Dayton Street
7:44 320 Corry Street (YS CCC)

7:48 Release MLS students to go inside school

Mills Lawn P.M. Route

2:45 P.M. Students Released from Building

112 Kenneth Hamilton Way @ Dayton St
660 W.S. College St
W.S. College St. at Barbara St
534 Golden Willow Court
3788 E. Enon Road
E. Enon Road at Paxson Dr.
549 Ridgecrest Drive
617 Robinwood Drive
On King St/555 Fairfield
633 YS-Fairfield
25 YS-Fairfield
YS-Fairfield at Carol Drive
108 YS-Fairfield
240 YS-Fairfield
661 N. Enon Road
387 N. Enon Road
5189 W. Jackson Road

McKinney/YSHS A.M. Route

8:04 Fairfield Pk at Fair Acres
8:05 440 Fairfield Pike
8:06 Fairfield at King Street
8:07 535 YS-Fairfield Road
8:08 515 YS-Fairfield Road
8:10 126 YS-Fairfield Road
8:12 YS-Fairfiled at Lamont Drive
8:15 108 YS-Fairfield Road
8:17 4608 Snypp Road
8:18 378 YS-Fairfield Road
8:19 4762 Cornerstone Trial
8:21 661 N. Enon Road
8:23 387 & 636 N. Enon Road
8:27 22 W. Dayton-YS Road
8:27 52 W. Dayton-YS Road
8:28 308 W. Dayton-YS Road
8:29 3606 W. Enon Road
8:31 3194 Snively Road
8:33 3010 Snively Road
8:38 3777 Huston Road
8:40 19 E. Dayton YS Road

8:44 Release students to enter building

McKinney/YSHS P.M. Route

Fairfield at Fair Acres
Fairfield at King Street
440 Fairfield Pike
515 YS-Fairfield Road
535 YS-Fairfield Road
269 YS-Fairfield Road
126 YS-Fairfield Road
YS-Fairfield at Lamont Drive
108 YS-Fairfield Road
4680 Snypp Road
378 YS-Fairfield Road
4762 Cornerstone Trail
661 N. Enon Road
387 N. Enon Road
22 W. Dayton-YS Road
52 W. Dayton-YS Road
3734 W. Enon Road
3194 Snively Road
3010 Snively Road
3777 Huston Road
19 Dayton-YS Road
Back to the Bus Barn

BU

Mills Lawn A.M. Route

6:56 4860 U.S. 68 North
7:01 4821 Meredith Road
7:05 1850 Hilt Road
7:08 4021 St. Rt. 370
7:10 3965 St. Rt. 370
7:13 Allen Street at Livermore
7:16 1326 Spillan Road
7:18 1669 Spillan Road
7:20 Pagosa Way at 405 Spring Glen
7:21 Pagosa Way at Stewart Drive
7:22 301 Stewart Drive
7:23 301 Stewart at Southview
7:25 135 Edgefield
7:26 140 Miami Drive
7:27 1465 Spillan Road
7:29 1310 Shawnee Drive
7:31 1325 Meadow Lane
7:33 430 Allen Street
7:35 1200 Block of Corry Street/**Bus 5 Home**
7:37 1540 President Street
7:38 1435 President Street
7:40 111 Allen Street

7:50 Release MLS students to go inside school

Mills Lawn P.M. Route

2:45 P.M. Students released from Building

140 Miami Drive
135 Edgefield
Spillan Road at Meadow Lane
1326 Spillan Road
1305 Spillan Road
Allen at Livermore
350 & then 430 Allen Street
Pagosa Way at 405 Spring Glen
Pagosa Way at Stewart Dr.
370 Stewart Drive
301 Stewart Drive
1669 Spillan Road
Spillan Rd at 2nd Southview
1325 Meadow Lane
111 Allen Street
100 Fairfield Pike
4860 U.S. 68 North
4821 & then 4778 Meredith Road
1850 Hilt Road
1740 Hilt Road (if riding)
St. Rt. 370 at William & Mary Ct
4021 St. Rt. 370
3965 St. Rt. 370

McKinney/YSHS A.M. Route

7:58 138 Cemetery Street
7:59 100 Fairfield Pike
8:02 4862 US 68 North
8:05 4821 Meredith Road
8:09 1850 Hilt Road
8:13 St. Rt. 370 at William & Mary Ct
8:14 3970 St. Rt. 370
8:15 3965 St. Rt. 370
8:21 1435 President Street
8:23 Allen at President Street
8:25 1200 Block of Corry Street
8:27 1340 Corry Street
8:29 370 Stewart Drive
8:30 301 Stewart Drive
8:31 Southgate at Lisa Lane

8:36 Release students to enter building

McKinney/YSHS P.M. Route

1018 Livermore Street
Livermore at Allen Street
430 Allen Street
1200 Block of Corry Street
1340 Corry Street
Spring Glen at Glen View
370 Stewart Drive
301 Stewart Drive
Spillan Road at Lisa Lane
138 Cemetery Street
Cemetery at Fairfield
100 Fairfield Pike
4862 US 68 North
4821 Meredith Road
1850 Hilt Road
St Rt 370 & William & Mary Ct
3970 St. Rt. 370
3965 St. Rt. 370
3450 Grinnell Road
Back to Bus Barn

DRAFT

To: Council

From: Judy Kintner, Council Clerk

Re: Council Meeting Comments

In response to some concerns expressed during and after the November 19 Council meeting, I thought it might be useful to provide information from Council's Rules and Procedures document. This is passed by resolution every two years, usually after induction of the new Council in odd-numbered years.

The document covers all aspects of meetings process, from Agenda Planning to the order of items on the agenda, to decorum.

Those of us who either must or choose to regularly attend meetings tend to have this information as a matter of course, but for persons new to the process or to public participation, this may be less fresh or less obvious. For that reason, I've copied a relevant section of the "Meetings" portion of that document here:

Decorum

While the Council is in session, order and decorum must be preserved. Therefore, Council members and citizen participants shall observe rules for debate and participation outlined below, and shall not, by conversation or other means delay or interrupt the proceedings or disturb duly recognized speakers. Council will endeavor to communicate Council rules during meetings, but persons who ignore or violate Council rules or refuse to follow the orders of the presiding officer may be asked to leave the premises.

Rules of Debate

Council meetings will be conducted using Robert's Rules of Order as a general guideline. The President, Vice President or other member of the Council who may be presiding shall not be deprived of any rights and privileges of a Council member (move, second and debate, etc.) by reason of acting as the presiding officer.

Council members shall wait until the presiding officer has recognized them before speaking. A member, once recognized, shall not be interrupted except under the general guidelines of parliamentary debate.

Citizen Participation

Village Council, in convening its meetings, shall provide for, encourage and assist public participation. Procedures for public participation are intended to promote dialogue, the full sharing of information and perspectives, and thoughtful analysis of the issues before Council.

Comments from the public are welcomed at two different times during the course of a regular meeting: (1) Comments on items not on the Agenda will be heard under Citizens Concerns, and (2) Comments on all items listed on the Agenda will be heard during Council's consideration of said item, subject to the following guidelines:

1. The presiding officer must recognize citizens wishing to speak. When they have been recognized, they shall go to the microphone, give their name, and state the subject of their concern or comment.

2. Comments shall be addressed to the presiding officer. No conversations will be carried on between individual citizens in attendance or with individual Council members, except as recognized by the presiding officer.

3. The use of profane or threatening language or gestures while making comments will not be tolerated.

4. Individual comments should be limited to three (3) minutes with only one (1) comment per person. Persons with other views on the same subject will be given equal time for response. The presiding officer may terminate continued discussion at any point in the discussion after opposing views have been equally addressed.

5. A Sign-In sheet will made available outside Council Chambers. Please write your name and the topic you wish to discuss.

6. Citizens should address all staff and/or personnel matters to the Village Manager prior to coming to Council.

7. All cell phones shall be silenced during meetings.

Village of Yellow Springs

2018 Mayor's Court

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTALS
Total Charges from PD	36	26	29	49	34	98	67	84	84	71			578
Charges sent to MC	20	20	15	18	18	76	43	34	42	35			321
Percentage of charges sent to MC	56%	77%	52%	37%	53%	78%	64%	40%	50%	49%			56%
Total Incidents	24	21	23	27	26	42	50	54	42	35			344
Total Incidents to MC	19	17	14	14	16	30	34	30	22	25			221
Percentage of Incidents to MC	79%	81%	61%	52%	62%	71%	68%	56%	52%	71%			64%
Total Charges in MC	20	20	15	18	18	76	43	34	42	35			321
Traffic	8	12	5	7	5	27	28	18	12	22			144
Criminal	1	3	2	1	3	2	3	0	1	0			16
Parking	11	5	8	10	10	47	12	16	29	13			161
Payments/Revenue													
Traffic/Criminal	$ 395.00	$ 1,738.00	$ 1,215.00	$ 1,878.00	$ 1,143.00	$ 1,622.00	$ 2,495.00	$ 2,458.00	$ 1,682.00	$ 1,417.00			$ 16,043.00
Parking Tickets	$ 335.00	$ 40.00	$ 95.00	$ 265.00	$ 235.00	$ 660.00	$ 200.00	$ 240.00	$ 380.00	$ 595.00			$ 3,045.00
Weddings	$ 100.00	$ -	$ 50.00	$ 100.00	$ 100.00	$ 50.00	$ 50.00	$ -	$ 50.00	$ 50.00			$ 550.00
TOTAL	$ 830.00	$ 1,778.00	$ 1,360.00	$ 2,243.00	$ 1,478.00	$ 2,332.00	$ 2,745.00	$ 2,698.00	$ 2,112.00	$ 2,062.00			$ 19,638.00
Expenses pd to State/Co													
Victims of Crime	$ 18.00	$ 99.00	$ 63.00	$ 81.00	$ 45.00	$ 90.00	$ 104.00	$ 117.00	$ 94.00	$ 54.00			$ 765.00
Drug Law Enforcement	$ 7.00	$ 31.50	$ 24.50	$ 24.50	$ 14.00	$ 38.50	$ 35.00	$ 38.50	$ 35.00	$ 21.00			$ 269.50
Indigent Defense Support Fund	$ 50.00	$ 255.00	$ 195.00	$ 225.00	$ 124.50	$ 280.50	$ 390.00	$ 315.00	$ 269.00	$ 171.00			$ 2,275.00
Indigent Drivers Alcohol Treatment	$ 3.00	$ 14.50	$ 10.50	$ 10.50	$ 7.50	$ 15.00	$ 15.00	$ 16.50	$ 15.00	$ 9.00			$ 116.50
Expungement - Local	$ -	$ -	$ -	$ -	$ 20.00	$ -	-	$ -	$ -	$ -			$ 20.00
Expungement - State	$ -	$ -	$ -	$ -	$ 30.00	$ -	-	$ -	$ -	$ -			$ 30.00
TOTAL	$ 78.00	$ 400.00	$ 293.00	$ 341.00	$ 241.00	$ 424.00	$ 544.00	$ 487.00	$ 413.00	$ 255.00			$ 3,476.00
Revenue for Village	$ 752.00	$ 1,315.69	$ 1,067.00	$ 1,902.00	$ 1,237.00	$ 1,908.00	$ 2,201.00	$ 2,211.00	$ 1,699.00	$ 1,807.00			$ 16,099.69
Computer Fund	$ 29.00	$ 100.00	$ 80.00	$ 91.00	$ 40.00	$ 149.00	$ 200.00	$ 190.00	$ 120.00	$ 90.00			$ 1,089.00
Bank Fees	0	$ (62.31)	0	0	0	0	0	0	0	0			$ (62.31)
General Fund	$ 723.00	$ 1,278.00	$ 987.00	$ 1,811.00	$ 782.00	$ 1,759.00	$ 2,001.00	$ 2,001.00	$ 1,579.00	$ 1,717.00			$ 14,638.00

Ohio Environmental Protection Agency

John R. Kasich, Governor
Mary Taylor, Lt. Governor
Craig W. Butler, Director

November 23, 2018

Re: Public Notice No.: 18-11-057

Mayor and Council
Village of Yellow Springs
100 Dayton Street
Yellow Springs, OH 45387

Ladies and Gentlemen:

Enclosed is one copy of the Public Notice referenced above regarding National Pollutant Discharge Elimination System (NPDES) permits or modifications. This notice is being advertised in a newspaper of general circulation in the county, and is being provided to certain public officials and the regulated entity.

In order to provide further public notice, we will appreciate your assistance in posting this notice in a conspicuous location for a thirty-day period starting on the date of Public Notice.

Thank you for your cooperation in this matter.

Sincerely,

Kevin J. Fowler, Supervisor
Permit Processing Unit
Division of Surface Water

KJF/kep

Enclosure

50 West Town Street • Suite 700 • P.O. Box 1049 • Columbus, OH 43216-1049
epa.ohio.gov • (614) 644-3020 • (614) 644-3184 (fax)

Application No.: OH0118567
Ohio EPA Permit No.: 1PA00023*ED

National Pollutant Discharge Elimination System (NPDES) Permit Program

PUBLIC NOTICE

NPDES Permit to Discharge to State Waters

Ohio Environmental Protection Agency
Permits Section
50 West Town St., Suite 700
P. O. Box 1049
Columbus, Ohio 43216-1049
(614) 644-2001

Public Notice No.:	OEPA 18-11-057 DFT
Date of Issue of Public Notice:	Dec-01-2018
Name and Address of Applicant:	Greene County Commissioners, 35 Greene Street, Xenia, OH, 45385
Name and Address of Facility Where Discharge Occurs:	Clifton WWTP, 3865 State Route 72 North, Clifton, OH, 45316, Greene County
Outfall Flow and Location List:	001 29,000 GPD 39N 47' 35" 83W 49' 30"
Receiving Stream:	Little Miami River
Nature of Business:	Publicly owned wastewater treatment plant facility
Key parameters to be limited in the permit are as follows:	pH, Dissolved Oxygen, Total Suspended Solids, Ammonia Nitrogen (NH3), E. coli, Total Residual Chlorine, CBOD 5-day

On the basis of preliminary staff review and application of standards and regulations, the director of the Ohio Environmental Protection Agency will issue a permit for the discharge subject to certain effluent conditions and special conditions. The draft permit will be issued as a final action unless the director revises the draft after consideration of the record of a public meeting or written comments, or upon disapproval by the administrator of the U.S. Environmental Protection Agency. Any person may submit written comments on the draft permit and administrative record and may request a public hearing. A request for public hearing shall be in writing and shall state the nature of the issues to be raised. In appropriate cases, including cases where there is significant public interest, the director may hold a public hearing on a draft permit or permits prior to final issuance of the permit or permits. Following final action by the director, any aggrieved party has the right to appeal to the Environmental Review Appeals Commission.

Interested persons are invited to submit written comments upon the discharge permit. Comments should be submitted in person or by mail no later than 30 days after the date of this public notice. Comments should be delivered or mailed to both of the following locations: 1) Ohio Environmental Protection Agency, Lazarus Government Center, Division of Surface Water, Permits Processing Unit, 50 West Town St., Suite 700, P.O. Box 1049, Columbus, Ohio 43216-1049 and 2) Ohio Environmental Protection Agency, Southwest District Office 401 E. Fifth Street, Dayton, Ohio 45402-2911.

The Ohio EPA permit number and public notice numbers should appear next to the above address on the envelope and on each page of any submitted comments. All comments received no later than 30 days after the date of this public notice will be considered.

Proposed Water Quality Based Effluent Limitations: This draft permit contains water quality based effluent limitation(s) (WQBELs). In accordance with Ohio Revised Code Section 6111.03(J)(3), the Director establishes WQBELs after considering, to the extent consistent with the Federal Water Pollution Control Act, evidence relating to the technical feasibility and economic reasonableness of removing the polluting properties from those wastes and to evidence relating to conditions calculated to result from that action and their relation to benefits to the people of the state and to accomplishment of the purposes of this chapter. This determination was made based on data and information available at the time the permit was drafted, which included the contents of the of the timely submitted National Pollutant Discharge Elimination System (NDPES) permit renewal application, along with any and all pertinent information available to the Director.

This public notice hereby allows the permittee to provide to the Director for consideration during this public comment period, additional site-specific pertinent and factual information with respect to the technical feasibility and economic reasonableness for achieving compliance with WQBEL(s). This information shall be submitted to the addresses listed above.

Should the applicant need additional time to review, obtain or develop site-specific pertinent and factual information with respect to the technical feasibility and economic reasonableness of achieving compliance with WQBEL(s), written notification for any additional time shall be sent no later than 30 days after the date of this public notice to the Director at the addresses listed above.

Should the applicant determine that compliance with a WQBEL is technically and/or economically unattainable, the permittee may submit an application for a variance to the applicable WQBEL in accordance with the terms and conditions set forth in Ohio Administrative Code (OAC) Rule 3745-33-07(D) no later than 30 days after the date of this public notice to the addresses listed above.

Alternately, the applicant may propose the development of site-specific water quality standard(s) pursuant to OAC Rule 3745-1-35. The permittee shall submit written notification to the Director regarding their intent to develop site-specific water quality standards for the pollutant at issue to the addresses listed above no later than 30 days after the date of this public notice.

The application, fact sheets, permit including effluent limitations, special conditions, comments received, and other documents are available for inspection and may be copied at a cost of 5 cents per page at the Ohio Environmental Protection Agency at the address shown on page one of this public notice any time between the hours of 8 a.m. and 4:30 p.m., Monday through Friday. Copies of the public notice are available at no charge at the same address. Individual NPDES draft permits that are in public notice are now available on DSW's web site: http://www.epa.ohio.gov/dsw/permits/individuals/draftperm.aspx

Mailing lists are maintained for persons or groups who desire to receive public notice for all applications in the state or for certain geographical areas. Persons or groups may also request copies of fact sheets, applications, or other documents pertaining to specific applications. Persons or groups may have their names put on such a list by making a written request to the agency at the address shown above.

Greene County Public Health
Melissa Howell MS, MBA, MPH, RN, RS, Health Commissioner
Kevin L. Sharrett, MD, Medical Director

Press Release

For Immediate Release
November 26, 2018

Contact: Sheryl Wynn, Accreditation Coordinator
937-374-5670; swynn@gcph.info

Greene County Public Health Announces New Achievement

XENIA, OH – Greene County Public Health is pleased to announce that it has been accredited for five years by the Public Health Accreditation Board.

This milestone accomplishment is official recognition that Greene County Public Health meets or exceeds the rigorous standards established by the Public Health Accreditation Board (PHAB). The national accreditation program works to improve and protect the health of the public by advancing and ultimately transforming the quality and performance of the nation's state, local, Tribal and territorial public health departments. Accreditation means Greene County Public Health is committed to continuous quality improvement so that we can meet our community's needs as effectively as possible. PHAB accreditation demonstrates our accountability and credibility to everyone with whom we work.

Greene County Public Health is proud to be recognized by PHAB for demonstrating the capacity to protect and promote the health of our community. The achievement of national accreditation will help guide our work to better protect, promote and preserve the health of the people in our community. Health Commissioner Melissa Howell stated "When you see the symbol of public health accreditation you will know that an independent, non-profit, non-governmental organization has closely examined our facility, procedures and reports. It means we, as an organization care enough about our residents to strive for the highest level of service and performance possible. All Greene County Public Health employees have worked to make this day a reality. Our employees are dedicated professionals who seek to make a difference in our communities every day. This recognition acknowledges the unique and special contribution of our profession."

If you have questions or comments about our accomplishment, please contact Sheryl Wynn, Accreditation Coordinator at swynn@gcph.info.

Greene County Public Health…
Your Trusted Local Public Health Authority since 1920
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360 Wilson Drive ● Xenia, Ohio 45385
(937) 374-5600 ● toll free (866) 858-3588 ● Fax (937) 374-5675
www.gcph.info

Judy Kintner, YSO Village Clerk

From: Susan Stiles <sastiles@att.net>
Sent: Tuesday, November 27, 2018 6:39 PM
To: Frank Doden; Marianne Macqueen, Village Council; Ted Donnell; Andrew Williams; Denise Swinger; Judy Kintner, YSO Village Clerk
Subject: Senior Housing and PUD Process

November 27, 2018

Dear Village Council and Planning Commission:

I am writing my comments to you as a private citizen due to recusing myself from Planning Commission's review of Yellow Springs Home, Inc.'s application for PUD approval.

I am relying on my expertise from my 25 years of work at Greene Metropolitan Housing Authority (GMHA), first as Assistant Director and the last 17 years as Executive Director. I have also participated on the Senior Housing Working Group.

I very much object to Ted Donnell's referencing the proposed senior housing project as warehousing seniors. Warehousing is a subjective value judgment of how residents are treated and doesn't belong in a professional and objective discussion of senior housing in a PUD.

Why it makes sense to have seniors only affordable housing – Senior housing from almost all economic levels are grouped together for safety concerns, lifestyle similarities, prevention of isolation, and providing services and activities specific to senior citizens. To make housing affordable, one site for senior housing is even more important because it reduces the construction cost. Joan Ackerman was correct in her comment at Planning Commission's Public Hearing about GMHA scattering housing through out communities. However, it was done for family housing, but it was not done for senior housing. All GMHA's senior housing is concentrated. GMHA's most popular senior housing site is Maggie McKnight in Xenia, which is an apartment building similar to what Home, Inc. is proposing.

During one of the meetings Home, Inc. had with the Senior Housing Working Group, mixed age housing was discussed. The seniors were very clear that they wanted senior housing only.

Realities of Funding for Senior Affordable Housing – There are very few funding sources to build affordable senior housing. Housing Tax Credits are the primary funding source. The competition to be funded is extremely competitive. One or two points less on an application can make the difference. This is why the number of units is critical. If an application has fewer units than established by the Ohio Housing Finance Agency, then it is unlikely to be funded. Land in Yellow Springs is scarce and expensive, so increasing density is prudent.

Does the design fit Yellow Springs – Yellow Springs is an eclectic community, which should make it open to various designs and sizes. It has been decades since any new apartments have been built in the village. Building costs have increased, which makes it desirable to build up to help keep costs down. If Yellow Springs really wants to increase the number of affordable housing units, (which residents have repeatedly said they do) then the Village government needs to be open to change. The neighborhood where the senior housing apartment is proposed will be fronted by a large, tall fire department, on one side is the Friends nursing home

complex, and it is near several tall college buildings. A four story senior housing apartment doesn't seem out-of-place in that neighborhood.

Implications of not approving this project for zoning– Not giving the go ahead to the senior project will send a clear message to residents of the Village and the outside development community that the Village government may like to talk about the need for affordable housing more than it is willing to be open to it. St. Mary's Development Corp. is one of the very best non-profit developers in Ohio. They are a thoughtful and ethical group. A rejection of St. Mary's Development Corp. will likely reinforce the idea among for-profit developers that Yellow Springs is still not development friendly. Yellow Springs has had an anti-development (both housing and economic development) reputation for some years now.

For Yellow Springs to increase housing and meet its ambitious housing goal, it has to be able to attract developers. It has been quite a while since a developer came to Yellow Springs to build anything that included affordable housing. We have to welcome developers and this is not the way to do it.

I understand that the Yellow Springs Home, Inc. and St. Mary's Development staff felt positive after their working session with the Planning Commission.

The Planning Commission meeting on November 12th felt like a complete turnaround to them. Is this really the way the process should work? It takes significant resources to undergo pre-development planning, and the development team was surprised at the reversal on the deviation requests. To attract developers and be open for business, Planning Commission should attempt to provide consistency in its decision-making and communications from start to finish so that developers are comfortable assuming the financial risk to present projects for consideration.

The Planning Commission and Village Council need to be bold and forward thinking in order to increase affordable housing units in the village. Senior housing doesn't just provide good, accessible, safe housing for seniors, but will also open up units of housing in the community for others when the seniors move into the apartments. The local need and demand are here today to warrant this much-needed project. We should welcome this development. I am grateful to have Yellow Springs Home, Inc. in the Village providing much-needed affordable housing and increasing the Village's capacity to carry out its housing goals. This is a worthy project that deserves your support.

Sincerely,

Susan Stiles

TO: Village Council

FROM: Denise Swinger, Planning & Zoning Administrator

DATE: November 28, 2018

RE: Density Changes to the Zoning Code

Beginning in 2012 through its adoption by Council in 2013, the Planning Commission and Council completely updated the zoning code. With this update, many of the requirements which had stifled growth were changed to allow more flexibility for residents in the use of their land. Lot frontage minimums were reduced along with lot sizes and building setbacks. The number of units per acre was increased. No longer were there minimum dwelling sizes, and a new addition to the code allowed for accessory dwelling units.

In the three years I have worked in my position as the Planning & Zoning Administrator, the Planning Commission has continued to work to refine this zoning code through text amendments that further increased density and infill by removing square footage requirements per unit in order to determine the density up to the maximum per acre and instead allowing any fraction of an acre to round up to the next acre and with it the total number of units for that acre as long as setbacks and lot coverage requirements are met. A new addition to the zoning code, Pocket Neighborhood Developments, was also approved by Council, allowing for development of homes on a single lot under five acres.

Most recently, the Planning Commission received Council approval to allow properties to be subdivided with frontages of twenty feet if meeting certain conditions, and further refined the definition of minimum lot frontages and specifically, road access easements, to allow for increased infill following the density and lot size requirements within zoning districts. With all of these changes, the zoning code is opening up many opportunities for development.

Dear Team,

Please provide this draft resolution attached to the village council members for their consideration as soon as possible.

I am writing to relay this draft resolution on behalf of the Yellow Springs Police Accountability Coalition. The proposed village council resolution regards the annual New Year's Eve celebration and is presented in consideration of the YSPD excessive use of force incident at the annual event almost two years ago that shocked the YS community and surrounding area.

While much attention was given to the incident at the time the council has yet to use its authority to establish the police will honor the YS convention of celebrating the incoming new year by milling about in the first hour of the New Year on Xenia Avenue in front of the Little Art Theatre and wishing each other a happy new year. The celebration has a great value to the continuity of the community as many people return to YS for the holidays after months or years away and take the chance to see old friends and family at the annual event. Therefore we hope that you will take this proposal seriously and pass a resolution of this nature that safeguards this sacred tradition.

Kind Regards,

Shawn Tulecke-Paulson
937-931-5964

Dear Yellow Springs Village Council,

Please consider the following draft resolution for adoption before the end of the year regarding the annual Yellow Springs New Years Ball Drop:

Whereas, an incident of police excessive use of force and general misconduct following the annual Yellow Springs New Year's Eve (NYE) Ball Drop bringing in the year 2017 resulted in around 300 villagers attending the first council meeting in the new year, and the national news covered the incident;

Whereas, the police had removed the protective police barricade from both sides of state route 68 within 15 minutes after midnight while hundreds of citizens were still surrounding the recently lowered disco ball exposing the crowd to oncoming traffic during a night and time notorious for drunk driving;

Whereas, police pushed their vehicles into the crowd without making an order to disperse despite numerous requests made from multiple citizens independent from each other to make a public announcement to disperse the crowd or turn off the sirens and lights and allow the annual event to continue;

Whereas, despite generalized discontent from the mostly white crowd police singled out and body slammed a non-white citizen in a predominantly white community;

Whereas, a police officer fired a Taser into the crowd as a means of crowd control while the crowd successfully pried the body slammed civilian from the attacking officer.

Whereas, the New York Times coverage of the incident, published 5 February 2017 and titled "A Small Ohio Town Clamors to Curb Aggressive Policing", identified "subtle differences in perspective: White residents were complaining largely about the officers' violation of social norms in a laid-back town, while black residents focused on what they saw as a racially biased force that targets them regularly."

Whereas, the Village Council responses to the incident so far have not included anything which would actually prevent the incident from happening again. For example, Taser guidelines were violated during the incident so passing further Taser policies does not resolve that issue; implicit bias trainings do not amount to prohibiting conduct; the social worker appointed since the incident has identified the real problem with local policing is finding ways to remove "bad apples" from the "onlookers" of police conduct; just because the chief of police is new, doesn't mean

similar mistakes might be made in the future. Note: Several of these proposals were already being considered before NYE 2017 by the JSTF which was created after Paul Schenck was shot and killed in his home by police after calling them for help.

Be it therefore resolved, Yellow Springs Police are, from this point forward, not to remove citizens and the event safety barricades from the streets after the annual YS NYE Ball Drop before 1am, unless in the case of an imminent emergency or imminent threat to life or injury, and if any crowed remains after 1am the police are to be courteous in their requests to vacate the area.

Be it furthermore resolved, as is historic custom, police are to exercise their discretionary authority by intentionally not enforcing laws restricting public consumption of, and public intoxication from alcohol by adults 21 years and older for the first hour of each new year within the security barricade around the YS NYE Ball Drop event, so long as the individual does not pose a serious risk to themselves, to property, or other people present.

FRIENDS CARE COMMUNITY

November 2018

Dear Friends,

As the holiday season approaches, the residents, families and staff at Friends Care Community are counting their blessings. These include **YOU** - the friends and neighbors who have been touched by Friends at some time during the year by volunteering, attending an event such as the annual *Feast for Friends* or the Ice Cream Social, or simply saying "I care" by sending a donation.

Because of our donors, Friends can do more than simply meeting the immediate needs of those in our care. We can offer our residents more fulfilling experiences through music and art activities, more joy from interacting with our preschool students, and more comfort through knowing that they are wrapped in a warm, loving community. Because of your help, you are enhancing the lives of our residents.

We hope you will consider making a year-end gift in any amount to sustain the quality services lovingly bestowed on the residents of Friends Care Community. Gifts made as tributes or memorials to loved ones are most welcome. You may send your gift using the enclosed envelope or through our secure online portal at www.friendshealthcare.org.

Our Board of Trustees and Staff wish you and yours a very happy holiday season!

Sincerely,

Mike Montgomery, Executive Director

Bruce Bradtmiller, FCC Board President

P.S. Your gift will improve the lives of all Friends Care Community residents! Thank you for your support.