

Thursday, February 1, 2018

ITEM 1: CALL TO ORDER:

Mayor Flaute called the Riverside, Ohio City Council Meeting to order at 6:00 p.m. at the Riverside Administrative Offices located at 5200 Springfield Street, Suite 100, Riverside, Ohio, 45431.

ITEM 2: ROLL CALL:

Council attendance was as follows: Ms. Campbell, present; Deputy Mayor Curp, present; Mr. Denning, present; Ms. Fry, present; Mr. Fullenkamp, present; Deputy Mayor Lommatzsch, present; and Mayor Flaute, present.

Staff present was as follows: Mark Carpenter, City Manager, Chris Lohr, Assistant City Manager; Tom Garrett, Finance Director; Bob Murray, Economic Development Director; Brock Taylor, Planning and Program Management Director; Jay Keaton, Public Service Manager; Daniel Stitzel, Fire Chief; Frank Robinson, Chief of Police; and Brenna Arnold, Clerk of Council.

ITEM 3: EXCUSE ABSENT MEMBERS:

All members were present.

ITEM 4: ADDITIONS OR CORRECTIONS TO AGENDA:

There were no additions or corrections to the agenda.

ITEM 5: APPROVAL OF AGENDA:

A motion was made by Mr. Denning to approve the agenda as submitted. Deputy Mayor Lommatzsch seconded the motion.

There was no discussion on the motion.

All were in favor; none were opposed. **Motion carried.**

ITEM 6: WORK SESSION ITEMS:

A) Choice One – Update on Springfield Street Projects

Mr. Carpenter: I will introduce Mr. Brock Taylor so he can introduce our representatives from Choice One tonight. Mr. Taylor: Tonight we have Mitch Thobe and Craig Eley from Choice One. They have been working on our infrastructure projects almost exclusively. Mitch has been working on this one a lot and this is almost his project. Craig and I work on the applications for these. They are going to talk about Springfield East and West and we are going to talk about them almost as one project and what is coming up with those and why. We are going to be having a community meeting and this is an update to Council on what that community meeting is going to be about and to seek your input on ideas of how we can maybe increase our message or whatnot. The basics of the project and how it is kind of set now. With that, I will turn it over to Mitch.

Mr. Thobe: Thanks, Brock. Like Brock said, I'm Mitch Thobe. I'm a professional engineer with Choice One Engineering. I've been working on the West and East Springfield Street projects here for over a year actually. Like Brock said, I want to reiterate this is an informational session to help Council understand what is going on and for Choice One to answer any questions you may have about these two projects. We will be having a public meeting. To follow ODOT standards, we have to have a public meeting for these projects and that is scheduled for Thursday, March 22nd at 6:00 p.m. We are sending invites out to all the surrounding citizens and owners of properties that butt up to this project, so they can attend, see what is going on, and give feedback for the project as well.

Mr. Fullenkamp: I want to ask a question specifically about who you mail information to about the meeting. What is the standard? When I looked at what was sent to us

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by email, it looked like it kind of cut off at Northcliff and I'm assuming that's not the case. Mr. Thobe: Right. ODOT determines who it needs to be sent to. We are sending letters to everybody who live along, work along, or own property along Springfield Street, but also on the adjacent sections as well. Huberville and all of that will get it. Mr. Fullenkamp: I was concerned more with the west portion because on the map I had, it looked like it cut off at Northcliff. Mr. Eley: That will be a separate project. This project starts at Northcliff and goes east. Mr. Fullenkamp: So the other project is not combined with that?

Mr. Taylor: The Phase III with Dayton project that Mr. Fullenkamp is talking about. The project and correct me if I'm wrong, at Northcliff where that project ends, you are concerned are we also notifying people who live passed that as part of that project. The answer to that, I believe, the environmental coordinator has moved us so everyone on Garden. Mr. Eley: Garden, Northcliff, all of Yorktown Apartments. Mr. Taylor: We don't get to Planters, so people on Planters south or west will not be notified. Mr. Thobe: They won't have specific letters sent to them, but it will be in the paper. Mr. Fullenkamp: I was confused because the map for the projects showed from Smithville or from end to end. So that's a separate project. Mr. Thobe: To answer your question Mr. Fullenkamp, everybody is welcome to this meeting. Everybody is allowed to attend it.

Let's get into it. We already introduced ourselves, so we will get into talking about the project. I know you have screens in front of you, so I will try to have you follow along with my cursor since it is probably the easiest way to do it. There are two projects like I was mentioning: East Springfield, which we are going to call Phase I and that's the section highlighted in blue. That goes from Harshman all the way to the east corp limit line where Greene County starts. West Springfield, which is the section highlighted in red here and that goes from Northcliff to Harshman as well. Those two sections combined and I will get into the details more on each project here, but I just want to give you a 30,000 foot view of the project so you have a good understanding of what we are encompassing here.

Let's talk first about East Springfield Street. Like I mentioned East Springfield Street will go from Harshman to the east corp. limit line. To kind of explain what this here is showing you, since it is 1.25 miles long, it is hard to fit on a slideshow so we broke it down. Starting here in the upper left hand corner is Harshman. Working our way east and then we are going through and this is Wake and then you keep on coming through and then here's Bong Street and then turns to Wright Patt Air Force Museum. Then you keep on working your way east and Sentinel, which is the entrance to the Air Force Base and then you keep on working your way east and then you stop there at the corp. limits. This project, like I said is 1.25 miles long. It is approximately a \$3.06 million project and federal and state funds the City was able to obtain were \$954,000.00 to help pay for this cost for the project. Mayor Flaute: This is what you are calling Phase II? Mr. Thobe: No, Phase I and this is going to occur first. Phase I will be bid out in spring of 2021, so we've got three years yet. 2021 it is going to be constructed and we are guessing about 12-18 months. That's probably on the high side; it is probably going to be closer to 9-12, if I had to guess. That's the Phase I.

I will get into more details on the project in the next following slides, but I want to go over just a broad overview of both East and West Springfield. This is going to happen a year later, so in spring of 2022 is when this project is going to be built and that is to help offset so we can help pay for this project not all at one time. This extends from Northcliff Boulevard, which I am circling here on the very west end and working out way east to the intersection of Old Harshman. If you remember me saying we also really encompass from the corp. limit line to the east corp. limit line.

This section here in gray, I do want to point out. We are going to do pavement marking improvements as part of this to keep it one continuous flow, but we are not doing anything beyond that and the reason why is because the City is looking at applying for a Phase III by doing some potential ramp improvements and intersection improvements to Harshman and we didn't want to spend money on these two projects and then a couple years later rip it out and do it all over again. To help save costs we are just going to improve the pavement markings so it is one continuous flow from Northcliff all the way to the east corp. limit line, but we are not doing any

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paving or anything like that in that section. It is about a 1,000 foot section and it goes from just on the east side of Old Harshman to the northbound ramp to Harshman to give you an idea.

This project is a \$2.4 million project and we were able to obtain funds from the state and federal government for \$1.91 million, so quite a bit if funds are going to be helped to pay for and that the City is not going to have to pay for this Phase. Like I said, it is going to be a spring of 2022 project and it is going to take approximately 12 months to complete.

Mr. Denning: So with the \$3 million project we are only getting about \$1 million, but with a \$2.4 million, we are getting \$1.9 million? Mr. Thobe: Yep. Mr. Denning: How? Mr. Thobe: That's a good question because I'm sure everybody has that same question. Mr. Denning: That doesn't make any sense to me at all. Mr. Thobe: Okay, prior to Choice One becoming the City Engineer the prior engineer helped the City come up with an estimate for this. When we got on board, we looked at it and I don't want to throw anybody under the bus. Mr. Denning: Their estimate was less, so we only got a certain amount. Your estimate is a lot higher, but the amount that we are asking for is already set. Mr. Thobe: Yes, it's already set. Mr. Denning: Is there the possibility that we can get some of those federal monies because of the fact that it is next to the Base and all that to add into this? Is there still time for us to do that so that we can bring our \$2 million cost down? Mr. Thobe: Brock and Mark are working on that. Mr. Taylor: You are talking about the FLAP grant and the DAR program. Mr. Thobe: We can still go for those; we just can't get it through ODOT. ODOT's funding pot is gone, but those other ones are still available. Mr. Denning: So instead of going into our pocket to pay for that, it will look at if it is part of our match. Mr. Taylor: Correct. There are four sources there that we can look at. The two new ones are the FLAP grant and then there is the DAR program. Then OPWC, which we are going to couple with this anyway, and then if we need to, we can always ask for CDBG funds. Mr. Denning: Alright. Mr. Thobe: That's a great question, Mr. Denning.

Let's get into the goals of this overall project. I'm going to talk about West and East Springfield now. The first priority here is to mill and fill the pavement out there. If you go driving out there, we have all seen it. There are a lot of potholes and there are actually a lot of joints popping up because under that asphalt there is about 3-4 inches of asphalt, but underneath that is actually concrete. Those joints over time start rubbing against each other after freeze and thaw and those joints are coming up. What we are going to do is actually take those really bad areas, which are about 10% of the total surface area of that roadway, and full reconstruct. We are going to dig all the way to the base of the road, replace it all, and then fill it back in with new stone and asphalt so we are not going to have this come back up in a couple of years. The remaining of the project is going to be mill and fill. When I say mill and fill, we are going to grind it and we are going to put 2 inches of asphalt back in it. As part of that mill and fill what we are looking at doing in working with Jay and some others is put some fiber in that asphalt. The reason we want to put fiber in the asphalt, it is a newer technology, but it is going to help hold that asphalt together over a longer period of time than if we just put down regular asphalt. We are talking you could have 5 years before you see cracking on regular asphalt and we are looking at extending it a couple more years by putting in this fiber just to help prolong the life expectancy of that asphalt and make it is smoother riding surface for a longer time. Mr. Denning: So it is the same reason they put fiber in concrete when they do it? Mr. Thobe: Exactly.

I already went through the full depth replacement and like I said about 10% is what we are planning on. We actually went out and marked it with City staff where we want to replace full depth and where we don't want to replace. Our survey crew came in and shot in the data, so we have it physically shown in our plans so the contractor knows exactly where we are going to be replacing full pavement. Along with that, we are also going to be replacing the curb along this entire corridor except for that 1,000 foot section at Harshman. With that curb right now, if you go out there parts of it have asphalt curb, parts of it have zero curb, and there are parts that have concrete curb that is falling apart. We want to replace all that curb and put in a new barrier curb. We are also going to be at the same time replacing the catch basins out there. A lot of those inlets are falling apart and not doing their job properly, so we are

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going to put new catch basins in along the entire corridor to help improve drainage. When the road is improved, we have proper drainage as well.

Then for West Springfield, and when I say West Springfield I mean Phase II, so between Northcliff and Harshman, we are also going to be putting in a 5 foot wide sidewalk on both sides of the street. The reason we have that is because really West Springfield and East Springfield have two different kinds of land uses and feel to them. West Springfield has a lot more residential with Yorktown Apartments and all the residences as well as commercial feel with businesses. East Springfield is Wright Patt on the south side and on the north side; you have the bike path and Huberville Drive. The bike path on the East side is going to provide for those people walking and then on the West side right now there isn't a lot of sidewalk for anyone to walk. We are going to provide sidewalk on both sides of the street to provide that multi-modal use for the entire corridor where people can walk safely, bike safely, and drive safely. Whereas really now it is just set up for motorists. As part of that, anytime you do a project you need to update everything to be ADA compliant, so that will be completed as part of this project as well. That entire corridor will have ADA compliant curb ramps, sidewalk and everything else between there to meet ADA standards.

Also roadway lighting, if you drive out there now at night it is kind of spotty on the roadway lighting. In some places there is some good lighting and some places there is not so good lighting. Really aesthetically all of those street light poles, except of just east of Harshman are on wood poles. What we have in the budget and are proposing is to put in some painted black street lights where they are going to look very nice, but it is still going to be economical. We are not spending a ton of money on very decorative poles, but it will still be very aesthetically pleasing. We are going to have the lighting meet all standards for light throughout a roadway like this, so it is going to be nice and safe for people who are driving, riding their bicycles, or walking throughout this corridor at any time of night or the day. It is going to provide that extra safety benefit and comfort for people using this corridor.

The last two things I have on here that you see is the replacement of two traffic signals. The one is at Bong Street, so the entrance to the Wright Patt Air Force Base Museum. That one we are going to fully replace. Right now it is just a two pole span wire system that is way outdated, not very efficient, not up to any kind of current standards. We are going to replace that and put in a new black mast arm system, so it is going to match those street lights that we are putting in as well and it is going to be a lot more efficient and safer for motorists to use and walking public as well. Right now you can't push a push button and walk across the street, if you want to get from the bike path to the Museum. We are going to be able to provide that for people to safely get across Springfield Street if you are walking or biking. At Sentinel, that signal we are not going to fully replace because it is actually in pretty good condition. Again looking at the budget of \$3 million, where can we save money and where does it make sense to save money? With this intersection, there are some things that aren't up to current standards that we are going to replace like the traffic signal heads. They are going to be replaced with new LED signals. We are going to put push buttons for pedestrians and pedestrian signal heads for them so it is the countdown time that you can see how much time you have to cross. Different things like that we are going to replace at Sentinel, but we are not replacing the entire system so we can save some money.

Mr. Denning: So talking about Sentinel, have you talked to the Air Force Museum about whether they are ready to move their entrance or not because they have been talking about moving that entrance for a lot of years and if they know that we are going to change this street, this right now would be the best time and less expense for them to do that. Mr. Thobe: Yeah, that's a good question and we actually did sit down and met with their two civil engineers on Base; the City and Choice One and them. We went over what the scope of this project was and right now they were good with keeping it where it was. Mr. Denning: The Base folks is the same as the Museum folks? A lot of times the Museum foundation pays for a lot of that, so you may want to talk to the foundation people rather than just the civil service guys because not that everybody doesn't talk to everybody over there. We have the same issues here. Mr. Thobe: That's a good point. Mr. Denning: Just a point we need to make sure that we are crossing because it will save everybody money or they can

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throw some money into the kitty and help cover some of the costs. Mr. Thobe: We will get with them.

Mayor Flaute: Our Dayton Power & Light rep is here, so if you have an extra one of these it might be nice just to give it to him. I know we are going to be working with DP&L, but he might like to have this. Mr. Thobe: We have been working with Miami Valley Lighting, who is a subsidiary of Dayton Power & Light on the lighting as well. Mayor Flaute: If you've got an extra thing, give it to him. Mr. Taylor: We can make one. Absolutely.

Mr. Fullenkamp: I have a question. We are putting crosswalks at Sentinel, which I'm not sure what is going to generate pedestrian traffic right there. There is no pedestrian traffic there now; I'm not sure why we would expect that. Mr. Thobe: That's a great point. To meet the standards, we have to still provide that. Even if there isn't something on the south side, you still have to provide for pedestrians to cross there. Mr. Fullenkamp: Even though there is no sidewalk there? Mr. Thobe: We will have curb ramps on the south side, but from there they have no sidewalk on the south side we still have to provide for that. Mr. Eley: I believe one of the reasons out there too is that there is a parking area on the north side. Mr. Fullenkamp: So these are just to cross Springfield Street. Mr. Eley: Just to cross right at the intersection on the parking area. It is not necessarily meant to get to a sidewalk on the other side of the street. Mr. Fullenkamp: That and it is not to cross Sentinel either or is it? Mr. Thobe: You can cross Sentinel on it as well. I'm sorry. I have it right here. No, we would not cross Sentinel. You just cross the west leg of Springfield and get across so you can get to the south side of the road. Mr. Taylor: This is a good point for me to interject. After we are done here, we have these blown up on full size prints instead of looking at this. Mayor Flaute: If Center of Flight ever gets somewhere, we might have more pedestrian traffic also.

Mr. Thobe: So that's the basic scope and goals of the project, but now we are going to get into some fun stuff that we are looking at doing as part of this project as well. Road diets, let's talk about them for a little bit. A road diet just to make sure everybody knows and understands what a road diet is; I'm going to start talking about this upper left hand picture up here where you see the two blue cars and two red cars. That's what is out there today, two through lane in each direction. What a road diet does, and there is a lot of explanation so please bear with me on this. A road diet brings that four lane through section into a center turn lane, so a dedicated two lane center turn lane, and then one lane of through traffic in each direction and then it also provides for those bike lanes. Before we get into this, I do want to mention that the City of Dayton starting at First Street and running all the way up to the west corp. limit line or that Phase we were talking about with Mr. Fullenkamp is doing this exact thing. They are doing a road diet where they are providing three lanes of traffic and then bike lanes on the outside and then sidewalk after that. We are looking at doing the same thing to make it continuous. The big push here is there is a lot of safety benefits that I will get into and efficiency benefits, but the other thing is we want to get people from downtown Dayton all the way up to Yorktown Apartments, all the way through the City of Riverside, all the way to Wright Patt Air Force Base. We all know Wright Patt is the biggest single employer in the State of Ohio. A lot of push is for people biking to work and this is a great way for biking to work along this entire corridor and we are just extending that from Dayton through the City of Riverside to Wright Patt Air Force Base.

I want to take a little bit of time to talk about the safety benefits, not just providing multi-modal transportation, the walking, biking, and vehicles, but also the actual hard core safety benefits that road diets provide. The first bullet point it brings up is 19-47% crash reduction is expected on road diets when you go from a four lane roadway to this proposed three lane roadway. I'm going to go into a little bit of why without getting too much into the nitty gritty and details of it because I could be here for several hours talking about it. Some of the big keys here are obviously that center turn lane, what that provides is if you are wanting to turn left on an existing four lane roadway, and what are you doing? You are stopping at a through lane, the people behind you now are stopping, either they are getting antsy and you are potentially causing a rear end accident by them maybe not seeing you. Also, if they get antsy, they usually swerve around that person and go into the outside lane which causes

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another conflict point with that other car in the outside lane coming and side swiping them. Just that is going to cause reducing that or removing that from the roadway is going to improve safety. Also what it does is when you are turning left now, currently you have two lanes of traffic opposing you and what that causes is what we call an occlusion problem. If you have say a box truck or something in that inside lane and then you have another car behind it just slightly behind them, that box truck is hiding that car in the outside lane. You are looking for a gap and you know the people behind you are getting antsy and you have seen people flying by you. What happens? You get real jittery and you think you can turn after this box truck. Well you didn't see that car right behind that box truck and it is a T-bone accident. What this does is you don't have that side occlusion in a road diet because now you only have one lane of traffic, so you don't have to worry about those two lanes crossing over and getting hit.

It helps from that standpoint. What it also does is calm traffic. What we did as part of this, you don't just go in putting road diets anywhere, you have to do a very thorough study to make sure it is going to work for this corridor and it makes sense to do. We did a very thorough road diet study where we did traffic counts, turn movement counts for vehicles. We did speed studies. Looked at the crash history and did it all. As part of this, the speed was actually a little bit interesting to look at. Right now, the speeds range on average from 43 mph to 54 mph out there. We all know it is a 35 mph speed zone. What that does when you have two lanes of traffic in each direction, you could have a slow lane and you could have a fast lane just like on an interstate. People go faster on the outside lane usually than they do on the inside lane. That's what we found out there. What a road diet does is provides a more thorough, calming effect because now you only have one lane of traffic and you don't have people passing each other on either side of you. It brings down that average speed back down to what it was designed for at 35 mph.

Another thing, we already talked about the bike lanes. It's a big thing and there is a big push for these road diets and bike lanes. It provides multi-modal and a lot of urban areas are now providing for not just motorists, but the walking and biking public and how big of a benefit that has to Wright Patt.

The second to last bullet point is something a lot of people question about road diets that you would think is emergency response times. You are taking away one of my lanes, so the emergency response times to get from point A and point B in a longer time. Well actually it was found through Federal Highway Administration that it actually shortens the time. We have a pamphlet, I don't know if you have seen it yet, but we passed it out and we can give it to you after this if you haven't seen it yet. Federal Highway did a study on it and proved that it is safer and more efficient for a responder to get from point A to point B on a road diet than it is on a regular four lane section. That is because now they have a two lane turn lane that they can go through. Also on a regular four lane roadway, cars hear the squad or someone behind them and they don't really know where to go. They try to get over, but there is a car next to them. Here you have a dedicated center turn lane and that emergency response vehicle can go down that instead of having to swerve in and out of the through traffic.

The other big question that always comes up with road diets is how this is going to affect traffic. That is always going to be a question and that's why we do these road diet studies. How is this going to affect traffic? Federal Highway Administration like I said recommends looking at doing a road diet for section of roadways that have less than 20,000 vehicles per day on it. We did the volume counts along Springfield Street. It ranges from the west side with approximately 3,700 vehicles a day to the east side closer to Wright Patt with 8,700 vehicles a day, so we are well below that. What we also wanted to do was look at what it is going to do during the peak hour. Obviously Wright Patt produces a lot of traffic during the peak hours. What we did was a peak hour analysis to see how much additional delay a road diet would cause versus what is out there today. What we found is on West Springfield Street on average during that absolute peak hour, which is about 4-5 p.m., that you could see an average of 8 seconds of delay per car for that entire corridor. We are not talking about a huge amount of time here. For East Springfield, it is 22 seconds from the very east side to Harshman Road. Again, 22 seconds for that entire 1.25 mile stretch

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isn't too bad we believe. Also the real reason is if you remember we go from an average speed of 44-54 mph down to 35-38 mph, so it is going to take you a little bit longer to get from point A to point B with that. From our analysis we are able to determine that, so it seems like a good candidate for road diet study and we are just extending it from Dayton all the way to Wright Patt and that was one of the big benefits of this project that we see. Are there any questions on that before I move to the next item?

Let's talk a little bit about intersections, more importantly skewed intersections that you find on the West Springfield project. The first one we are going to talk about is Northcliff Drive. Northcliff Drive right now existing today goes through at about a 40 degree angle and ties into Springfield. What this does is causes a couple of problems. One is when you are on Northcliff and you want to turn onto Springfield Street. What do you have to do? You have to rubber neck and look all the way behind your shoulder at a very uncomfortable degree to see if east or west bound traffic is coming. The other thing it does is east bound vehicles on Springfield because of the slight angle; they can take that right turn on Northcliff a lot faster than you normally can at a perpendicular intersection. We actually found that there were a couple of accidents that have occurred out here because of that high rate of speed and it looks like they lost control and either hit the pole or they hit something on the southwest corner of Garden and Northcliff. We have been seeing that and what we are proposing on doing is trying to get Northcliff to be more perpendicular to Springfield Street. By doing that and looking at doing a cul-de-sac the west leg of Northcliff, which actually would turn into Garden Avenue, and then realigning a leg on the west side of this parking lot that I am circling here where the carry out is and bring it through there and make it a perpendicular intersection. What this does is still provide everybody along Garden Avenue and Northcliff access to Springfield Street. In doing that, you are also making this a perpendicular intersection, so your line of sight now is proper and adequate and you don't have to rubber neck over your shoulder. Also what it does from a pedestrian standpoint is right now today if you walk out there, you are walking across a long length of asphalt, which is exposing you to traffic. Anytime we can shorten that length is always an improvement to the walking public, so this is actually cutting to about 1/3 of the length that it is today is what we are showing here. Jay and I did meet with the property owner on this. We kind of gave him an idea of what is going on and what we are looking at doing. Obviously he didn't make any decisions or anything and he doesn't need to right now, but he is aware of this project and they are not using that west side of the parking lot for anything right now.

I've got two more intersections I want to talk about. The second to the last one is Norman Boulevard, which is the street that connects Old Harshman to Springfield Street. It is kind of that connector street that is in the middle of nowhere. It is the same thing we had on Northcliff, we have that extremely skewed intersection that people have to look well over their shoulder to be able to turn and people turning left can take the left turn onto Norman at a high rate of speed. What we propose doing is a cul-de-sac and taking that out of there. Anytime we can eliminate intersections that have adjacent intersections just down the street, you are going to include the safety of the traffic in that corridor. It is good access management practice and people now who are using Norman, which there are not a whole lot of people who live on Norman, can still use Harshman and just go down a couple 100 feet and use Old Harshman to access Springfield Street. Again, the same benefits that happen on Northcliff are going to happen on this intersection of Norman as well.

Old Harshman and I know some of you may be interested in Old Harshman and that intersection. We looked at it pretty hard and had a lot of good discussions with City staff about this intersection. The first initial idea was let's realign it like we did Northcliff. Getting into it when we first did our crash analysis, we found from 2014 to 2016 there were actually two reported crashes in that intersection. When I say reported crashes, a cop actually had a written report. There might be some fender benders we don't know about that weren't reported, but the actual reported crashes were two in the three year span between 2014 and 2016. We said there isn't a whole lot of crashes here, but let's still look at realigning it and what is it going to cost to realign this intersection?

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I first want to talk about this south leg of Old Harshman. What the south leg would do, we would have to run it basically this is no longer a gas station in here and it is just an open lot. We would run the road down the south leg and T it in perpendicular to Springfield Street. What we did is look at it and said what is it going to cost? We went on the Auditor's website and found out that property was actually purchased for around \$400,000.00 back in the late 2000's. We thought that is going to be a high priced piece of real estate to purchase because I'm sure the property owner is not going to sell it for much less than what he bought it for. There would be a lot of costs there. We also noticed it is a gas station, so we are going to have to do some environmental analysis on that gas station. We have done that before. The other thing is it is going to cost about \$250,000.00 in order to have the correct curve on that realigned. At the end of the day, what we said is purchasing a property and building the road is going to cost us at least \$650,000.00 just on that south leg and that is not including any environmental reviews, that is not including any design, that is not including anything else. That is just straight up buying the land and putting a road through.

\$650,000.00, let's say we have \$650,000.00 to throw at the project for that leg, we still have to realign this north leg. There are two options of realigning the north leg. You can take Old Harshman and run into along Norman and go through Memorial Park and line it up with the south leg of Old Harshman. Taking a park, especially through a state funded project, is not an easy process. You actually have to go to Washington D.C. to get it approved. It takes a lot of years. It takes a lot of money, time and headache. We want to try to avoid taking any park out at all, if we can. What is the other option? Let's offset the south leg and the north leg. If we are going to offset the north leg, we are going to have to run it right here to have the proper curve and run it right between those two houses in that northeast corner. Now we are talking about buying two properties, moving them, paying for them to relocate, purchasing their property, knocking it down, and now running a road through it. Again, not a cheap fix at all. In all what we have seen is we are going to be at least \$1.2-1.3 million at a very minimum to realign that intersection. After long discussions, it was decided that it doesn't make social and economic sense to do this when we had two crashes in three years at that intersection. \$1.3 million was a lot of money to throw at something like that.

Mr. Fullenkamp: Can I ask a question? What are the costs of realigning the other two, Northcliff and Norman? Mr. Thobe: Norman, we are talking about \$60,000.00-80,000.00. Northcliff and Norman are in the budget. Mr. Fullenkamp: I understand that, but there is a cost related to realignment. Mr. Thobe: We are about probably Norman \$60,000.00 at most because we are really just taking out pavement and then putting in a little bit at the cul-de-sac. At Northcliff, we are talking about \$300,000.00-350,000.00 to relocate that. Mr. Fullenkamp: So what is the traffic on Northcliff compared to Old Harshman? Mr. Thobe: I don't know. We have the counts, but I don't that number off the top of my head. There is a good amount of traffic on Northcliff as it feeds everything southeast of Garden until you get to Friar; I think that goes just west of Yorktown Apartments. Mr. Taylor: We have those numbers, don't we Mitch? Mr. Thobe: We have those numbers and we can get you those numbers.

Mr. Fullenkamp: I'm just curious because I would think there is not very much traffic coming off the north leg of Old Harshman, but 95% of the traffic is coming from the south leg. Mr. Thobe: We actually looked at this pretty hard core before we applied because we wanted to make that decision because you can't just go asking for \$650,000.00-800,000.00 added to the budget very easily and get funding. You have to play that game of having the right amount that you are asking for and having the right amount in the budget to get funded. Mr. Fullenkamp: I understand because the other factor involved here is the road diet. If the road diet actually lowers the relative speed, then the safety will improve at Northcliff also. Mr. Thobe: Exactly. Mr. Fullenkamp: So I understand your doing a cost/benefit analysis. Mr. Taylor: The third part I want to talk about since we were going to do that 1,000 foot section, which is right in front of our buildings here. If we get to a point where there is something going on and we need to do that and realign those intersections as part of Phase III, we can revisit this. That's why we kind of stopped this project there. Mr. Fullenkamp: Okay.

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Mayor Flaute: So you are not changing Old Harshman on this side either? That's kind of a rubber necking on our side. Mr. Thobe: Right here? Mayor Flaute: There's nothing we can do to make that a little better? Mr. Thobe: To realign it? No. The challenge is say if we realigned it a little bit here, you still have to have it line up. Even if there is not a whole lot of traffic, with engineering standards, you have to be able to line it up with that north leg. We can't have a 50 foot offset; it is not going to meet our standards. It has to be an offset here and here. It can't be an offset here and here. Mayor Flaute: That's a shame because it looks like a dangerous situation, but evidently it is not.

Mr. Fullenkamp: Could a traffic light be implemented there? Mr. Thobe: That's a good question. We did do a traffic signal warrant analysis. Traffic lights can only be installed when they are warranted. It was not warranted. Mr. Fullenkamp: Okay. Mr. Thobe: We did look at that. Mayor Flaute: That's a shame.

Mr. Thobe: Really that is all I have. It is a pretty good overview of exactly what we are looking at doing on this project. Like I said, we have a public meeting March 22nd, which is a Thursday, at 6:00 p.m. We are going to invite all the public to attend. We will inform them of what is going on, answer any questions they may have, and keep on moving.

Mayor Flaute: So the turn lane here on Springfield to Old Harshman, it is a separate turn lane. Is that going to remain that way? Mr. Thobe: Yes. Because of the dedicated two way turn lane at intersections turns into. Mayor Flaute: It's just an unusual way of doing that turn lane. Mr. Thobe: Hopefully, you can see that. Mayor Flaute: What we have now. Mr. Fullenkamp: That will be continuous from east to west. Mr. Taylor: Afterwards, if you guys have a few moments because we have a Republic thing on the agenda. Could you guys hang out for a little bit and at recess you can look at the larger map, if you want and answer questions? Mr. Thobe: Absolutely.

Mr. Fullenkamp: I want to make one recommendation. Somehow the City needs to get the word out beyond what is advertised by the State to the neighborhood on both sides of that street, but especially in the Floral Park area so that they know. Mr. Thobe: That's a great point. Mr. Fullenkamp, we are also going to have an article in the Dayton Daily News letting them know that. I think Brock and Mark have been working with them. Mr. Fullenkamp: I just want to get the word out so if they are interested, they can show up. Mr. Thobe: Absolutely. Well, thank you very much for letting me talk. Let us know if you have any questions in the meantime. Mayor Flaute: Thank you, Mr. Thobe. We appreciate it.

There were no further questions or comments.

B) Republic Services – Q&A Session with John Minear, Manager of Municipal Sales

Mr. Carpenter: I would like to introduce Mr. John Minear. I will call him new, but he started in October with Republic Services. He is the new Municipal Manager. I would like to introduce him to Council and he can take some questions.

Mr. Minear: Good evening. As you know I am John Minear. I recently joined Republic. My background is in government. I've got over 30 years' experience in government work both as a Public Service Director, an Executive Director of a government agency up in Indiana, and also as an elected official. I also have 15 years in the private sector, so I have been on both sides of things. Really I am here tonight to answer your questions. I know there are some concerns. I've been meeting with the City Manager often, more than I'm sure he likes, but we have begun to implement some things that I'm sure you will be interested in hearing about and I would be happy to answer any of your questions. Mayor Flaute: Thank you, Mr. Minear. Are there any questions?

Ms. Campbell: Yeah, I've had some people complain in the past. I guess you have already been told about some of the things. They thought you were in breach of contract by asking them to wrap their stuff in plastic. I looked in here and I didn't see

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it anywhere. Mr. Minear: That is a great point, Councilwoman. Mr. Carpenter and I have been talking about that very issue. There are a couple of other things that are not in the contract that the City has asked us to do, there are things we require that are not in the contract. So one of the things I am going to be working with the City Manager is to do a modification to the contract. For some of these items that we feel are important to basically memorialize so that if something would happen to me or something would happen to the City Manager, whoever comes in behind us if that occasion would arise there is something that is memorialized other than this was talked about in a meeting or you have agreed to and those types of things. I think it is important.

To this issue, you are correct. There is nothing in our proposal that I saw that requires it. That really falls under the contract area of the public health and safety that we are basically tasked with to do. As you know, a few years ago or probably eight years ago there was a very serious issue with bed bugs. That issue has not just gone away, it has expanded. It used to be that all that was required to help control that was putting plastic wrap on mattresses, box springs, and those types of things. It has now expanded to anything with fabric. I'm not a bed bug expert by any means, but evidently they migrate within a household or things of that nature. Anything with fabric we are recommending that they be wrapped in plastic and from our standpoint, it is a requirement. We have had workers infect their home from picking up those types of products. It is a public health and safety issue for our workers. Ms. Campbell: They were complaining about having to do it now when it is not in the contract. Before we went into doing this, the problem was there to begin with, people with bed bugs.

Mayor Flaute: I guess my question would be, do you have a different person that does the bulky waste or is it always the same? Mr. Minear: It depends. It could be the same driver. If it is something that takes more than one person, we would call somebody in. Mayor Flaute: As a management point of view, it would be safer for your employees to have one of those paper type uniforms to be able to put on or even dress or undress at work. Why couldn't the employee when he brings his truck in? He must have a locker or a locker room. Mr. Minear: They do. Mayor Flaute: Could they put their clothes in a bag there? I would think there is an easier way of solving this problem other than requesting people to wrap everything. Mr. Minear: There is not a community that I am familiar with in the State of Ohio that doesn't have this requirement. Actually, the requirement is expanding and it is going to wood furniture. I was just in a meeting with a resident over in City of Moraine about three weeks ago. West Chester is now going to begin requiring their residents to wrap wood furniture. This problem is not getting easier, it is getting worse. Mayor Flaute: That's why I'm thinking there must be a better way. Ms. Campbell: Wrapping it isn't going to stop it.

Mr. Minear: Once the bed bugs are gone from the home, they are going to go on to something. In order to contain them, you wrap the product at that point. Mayor Flaute: I'm just thinking if you wrap your clothes when you take them off, that would be a little. Ms. Campbell: Some people can't afford to. Mr. Minear: The problem is, and again keep in mind, you are going to from home to home to home, so if you've got bed bugs on you, you are going to get them in the truck. Anybody that follows you in the truck is going to end up getting bed bugs on them. I mean it is not a real simple solution. What we are trying to do is stop the transportation and migration of that insect into the rest of our employees and quite frankly the rest of your community. Our guys do take breaks, they do go to lunch like at Speedway where they will stop and get a sandwich. If they are on them, they are going to carry it into those places of business where they stop. It is really more of trying to mitigate the transportation of that particular insect. I understand it is a frustration, but it is kind of like that transportation of the ash borer. At one point in time, you couldn't transport that across county lines because it was spreading all over the place. I understand the frustration, but it is becoming a health and safety issue.

Ms. Campbell: I know down the street when an ambulance was called to a house and I told them to watch for bed bugs. He thanked me because right away they put on the shoes to cover their shoes and whatever. I understand when they come back they have a way to spray themselves down to make sure there is nothing there.

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Mayor Flaute: Yeah, our guys deal with it. It's just a thought. Mr. Minear: Again Mayor, I really do understand the frustration. I'm going to go into another issue that will probably help this, the issue of education and Mr. Mayor, you and I have spoken a little bit like on the 4%. That's one of those items that I think was agreed to in a meeting, but when I went through the contract there was no mention of it in the contract or in our bid submission. We are going to honor that because I wasn't at the meetings and I didn't see anything. I went through some of the minutes and didn't find it in there, but everybody seems to know about it so we are going to do that. That needs to be memorialized and we are going to put out an educational piece to kind of address some of these issues that we are talking about and some other things as well that the City Manager and I have spoken about to let people know they are allowed that 4%. Usually you have to do it before the December date of the prior year and pay a year in advance. We are going to honor that through this year. If you've paid and you are deserving of that kind of a credit, we are going to honor that on your normal bill and make sure you get that full credit. We will be putting that out. Again, when you pointed that out, I was not aware that was agreed upon. We will be doing that in this education piece.

What we are going to be doing, we did an education piece for you before and it is smaller. I want to do a little more detailed one, but we just did something like this for another village. We will make it a little bit bigger, put a calendar in there and show people the holidays, give people some guidance parameters of what they can do and when they need to have their garbage out, who to call, and those types of things because there have been some issues with that. Rather than waiting until the beginning of next year, we are going to go ahead and do a piece and try to have that out by March of this year. That means we are going to be sending you a draft. We will send it to the Mayor and his staff to review and we do want your feedback and comments on that as well. If there is something in there that we didn't think of or there is a typo, we had 10 people look at this one and as soon as I got it back I found an error on it. We are going to do that because it is really important for some of these issues that have come up that we get out to the community.

Mayor Flaute: Are you going to talk about recycling and soiled recycling? Mr. Minear: Yes, all of the services that we offer in the City is going to be in this piece. Trash, recycling, what they can put in and what they can't put in. We've had a couple of issues, and I get that people get confused; somebody put auto parts in their recycling container. I understand why they would think that. If you take them to a salvage yard or something, they recover those and do something with them. We just can't take them in recycling because they tear up equipment when they go through the facility. The brochure will be pretty detailed and contract compliant.

Mr. Denning: I appreciate the One Calls that we get as a reminder, specifically because my pick up day happens to be Monday, that it is a holiday and pick up will be delayed by one day and things like that. We aren't real thrilled with a lot of things that are going on, but that is probably a positive thing that I appreciate. Mr. Minear: Councilman, trust me, myself and our new General Manager are not happy with some of the things. We are working on some things and I do want to touch on one thing and I will shut up after this so you can finish your question. On the One Call update, in this education piece, we are going to ask residents to please call and update their phone numbers because we have gotten calls from folks who said they never got a call. Part of it is because we don't have their new and updated information. We also have to get their authorization to do it. We can't do it without their permission, but if they give us their phone number and email we will do email blasts. There are a couple of different ways.

The other thing that we are going to put in here is we also have an app for your phone that is called My Resources. You don't have to have a Republic Services Account. You would just go in and sign up like any app and create a little account, but the nice thing about this is let's say I am the driver and I drive passed somebody's home and the person is home and they see that. They can go in and live text a message or send a message to our dispatch, it goes right to the dispatcher and she communicates directly to the driver and says you just missed this address and he can go back and get that almost in real time. Obviously he has to safely turn around. That's the other nice thing about this app is there is some direct communication to

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help control some of those things. Mr. Denning: Is that information going to be in the newsletter? Mr. Minear: Yes, we are going to put this new app and information as well.

The other thing I do want to talk about and this is something the City Manager and I spoke about, a lot of times somebody has the auto part thing. We didn't put that cart up. The problem is that we didn't communicate with the resident why we didn't pick it up, so they don't know and they think we missed it. We have developed a tag and it has a wire on it. If we don't pick it up, there are some check boxes that you didn't do this or we found this and we will check that off so they know. Hopefully that will help further educate. The other thing we are doing is you know we get calls, I know this will surprise you, for missed pickups. We get those calls and I know the City staff gets several and I know you have because you have spoken with me.

We are starting a new program where if we go by a house and the trash isn't out or the recycling isn't out, the recycling is tough because there are people that don't participate all the time and may set it out once a month, we are going to put a flag in their yard and that says sorry we missed you and we were here and your material wasn't out. That's to let them know and we take a picture of that flag in that yard because what happens a lot of times and I'm not being accusatory, but having done this for the City of Buckeye in Arizona and knowing the frustration of the haulers and also the frustration of the City. I don't want anybody calling anybody not telling the truth, but you need to know. That's not to say we won't come back and get them. I don't want there to be any misunderstandings. We just want you all to know when those pictures come in I send those to the City just so they know if they get a call from a resident saying we missed them, they will have that information that we were by this house at this time and we did attempt, but the trash wasn't out. Again, if we get that message and it's within that 24 hour period, we will pick it up.

Mayor Flaute: So if I don't put out any trash, which I usually maybe twice a month I don't put out trash, so I'm going to have to pick that flag up before I cut my lawn. It is going to be sitting out there. Deputy Mayor Lommatzsch: Give me a break, Bill. Mayor Flaute: I don't really see why and I don't want the flag. Mr. Minear: That will be a decision for Council to make. We are just trying to help you all understand. Mayor Flaute: I don't want the flag. Mr. Denning: Then put your trash out and you won't have one. Mayor Flaute: I will put out my empty trash can. Deputy Mayor Lommatzsch: What's the difference in moving that and removing a flag? Mr. Minear: We don't know your address and we don't seek that out. For you, Mayor, I know what you are saying. My wife and I don't set ours out all the time either. We don't have Republic because the community we live in contracts as well. If that's the case, you can let us know and if you don't mind us knowing your address specifically we will just put a note on the system that you don't want a flag. There are ways to accommodate. Mayor Flaute: I don't want you to waste a flag either. Mr. Minear: The flip side to that is people don't put their garbage out.

Mr. Denning: The thing is they get there at 7:00 a.m. and I don't get my trash out until 7:30 a.m. thinking they are not going to be there until 9:00 a.m. Your point is we were there, we are sorry we missed you. I'm good with that. Deputy Mayor Lommatzsch: I'm good with that too. Mr. Denning: So I don't call complaining at 6:00 p.m. that you missed my trash because I know that you were there and I just put my trash can back and I will put it out next week. Mr. Minear: We are trying to hold everybody accountable for the operation of the program and the system, but at the same time educate folks on what is going on in the community. Really we need people to put it out there the night before or before 6:00 a.m. because we do have guys that go on vacation and a substitute driver is allowed to change a route's time, so they may start at a different street because it makes more sense for them. They may not get to a neighborhood area until noon where the other drive got there at 7:00 a.m. It's really important and we are going to stress that in here. Mr. Denning: And he may be in another area at 7:00 a.m. that another guy didn't get to until noon. Mr. Minear: Or like today in another community we had a truck go down, so we had to send out two at noon to cover that area and a couple people called and said they normally get there by 9:00 a.m. and they weren't there. We had already contacted the City to let them know our truck was down and there is going to be a delay, but we will be out so let people know that we will be out to get them. Those types of things and that's why

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I've given the City my cell phone and my office number rings into my phone. I don't have a problem with citizens if it is real extreme issue calling me. I had one down in Northern Kentucky that called me at 11:30 on Sunday night because of a problem that occurred. It had nothing to do with us, but they needed help getting it fixed before the morning of that next day. There are times and the City Manager has that.

The other thing I wanted to talk about is the incentive program that is mentioned in here. This is something and I went through the contract and our proposal, your bid specifications require that in the submission of the bid that an incentive program be submitted. As far as I know and I talked with the City Manager and we have been checking and pouring through all of the documents, we cannot find that. Mr. Fullenkamp: Does that include the service agreement? Mr. Minear: Every document, the bid specs. Mr. Fullenkamp: I have it. It says in Section 433, contractor shall provide an incentive program. Mr. Minear: No, the language is in the bid specs for that and we know that, but when we submitted our proposal to the City, we didn't submit that. I wasn't here, so don't get mad at me, but we didn't submit anything and the contract was awarded to us. Now having said that we are still responsible, right? By contract, we need to do that. We have set down with the City Manager and proposed a couple different ideas of what we can do.

One involves you all a little bit more and that is a program I implemented in a community up in northern Ohio where we basically meet with some community restaurants and retail outlets and things that we have put together for lack of a better term a gift basket so to speak. We drive around and every month we pick out a recycler of the month. That person then is awarded the gift basket, so it will have maybe two tickets to a Reds game or to a Dragons game or something like that. Maybe some coupons for discounts at local stores to get the local community involved and then they will come in and Council will present them with a certificate. We will use those pictures in that education, if the person allows it. That gets you all involved in recognizing that. At the end of the year, we will have a grand prize. Whoever the winners are over the course of that year, and I'm not going to go into great detail, we will look at if they set their recycling out, did they have the right materials in there or was any of it contaminated and those types of things. At the end of the year, we will put those 12 names in a drum and we will have a drawing and they will win a grand prize. We don't know what that grand prize is and those are the details we have to work out with you all. That's one incentive program.

The other one is a little more complicated, but it is well known. It is different because it is ours, Republic Awards. It is kind of like Speedy Rewards or there is a program specific to recycling called Recycle Bank. We have developed a program where if you recycle, you go in and sign up through this program and you begin to earn points. Those points can be redeemed for certain things. For the sake of argument and I'm just giving an example don't hold me to 500 points, but if you get 500 points for your recycling efforts you can convert over into a new Porsche. That is an exaggeration. You don't get a new Porsche, but something to that degree. Most of it is tied to local retail establishments.

Mr. Denning: Tie my points to reducing the costs of next year's bill instead, unless you get the other stuff free. That would be my suggestion. That would get people to recycle. Now 500,000 points may only be \$10.00 off my bill next year, but it is \$10.00 off my bill along with the 4% if I pay the whole year at the same time. Mr. Minear: Now you are really negotiating. I like that. Mr. Denning: It's just a suggestion. That way you don't have to put anything extra out, however you set up your points system. Just get the points system out there so people know what they need to do. Mr. Minear: Sure.

Mr. Fullenkamp: So I have a number of points I want to make. In terms of wrapping for bed bugs, I think you are covered under 4.7.4 in your contract where it says all employees and agents performing services will operate under practices that will prevent or minimize the inception and spread of infection or contagious things. I kind of think you are covered there. It is a health and safety issue and I understand that. You covered the public education. You've covered the incentive program and I don't have a strong opinion. I just want you to do them since they are in the agreement. The last one is the reports.

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Mr. Minear: We are updating our reports. I will be honest with you and I don't want to deceive anybody. I knew that was a concern of yours and I had not gone through and seen that until the City Manager shared that with me. He is fully up to date through 2017 and I have already told our team that every month. It is going to be about 5 days because we have to close out our routes and stuff. They are to give me that monthly report and I then send that over on a monthly basis. He will begin getting that.

Since you brought that up and it is a good point, one of the other things the City Manager mentioned to me and I have never done this for a community, but I think it is a great idea is we are going to start developing a Compliance Report that we will send quarterly to the City Manager that he can present to Council that basically shows you all of the compliance issues of the contract. Here is what we are doing, here is what we have done, here's what is going on. As you all know, you've got a staff and every municipality went through downsizing when the economy went bad and there hasn't been a lot of rehiring of a lot of staff. People have learned that people are going to do different duties. One of the things that we can do is do those kinds of reports, they can review them and say we got that, yes, we got that; they are in compliance, it's done. It takes five minutes on their time versus having to go through the contract. Versus calling me up to ask if they have done this and that and what all they have done. That's another thing we think will help in the compliance area of this and also give you some assurances for the residents so when the call you, you can say we got their compliance quarterly report and they are in compliance.

Mr. Fullenkamp: I'd like to make the point to the City Manager. I think Council should see those recycling, solid waste numbers and whatever these Compliance Reports are. You can present them kind of like we do our finance and revenue reports with a graph or something that over time shows that and a table with individual numbers. I think that is something Council should see and the Compliance Reports, we should be made aware of those. Thank you very much.

Deputy Mayor Lommatzsch: It all sounds wonderful. I have a concern. This is petty, but how are you going to know about some of the quality of their recycling. I watch them because I happen to be home at 7:15 in the morning when they come by and I watch them take that arm and dump it over. You are not telling me that driver can see those things. Mr. Minear: The driver won't be doing the looking. It may be me doing this, but we are not sure yet who is going to be responsible to do that. There will be a person that actually goes out and looks, it won't be the driver. He or she will know what area we are picking up recycling in and we had to do this out in Arizona, it wasn't for this purpose, we had to go out and do inspections and report that to the State on the compliance of people recycling. They would go out and open the container and see if they've got this or if it was trash see if the trash was bagged and they are in full compliance. If they weren't we had to tag their garbage. If they got more than five in a year, they could be fined. That was there and we are not doing that here.

Deputy Mayor Lommatzsch: I'm all about recognizing people for doing a good job at whatever they are doing and I'm all about recognition, I think it is a great idea. I just think it is a little dicey how you are going to find out who the best recycler is. Mr. Minear: I don't know that it is going to be finding out who the best is because that is hard in a community this size. What it is doing is trying to recruit and get some enthusiasm or something different to get awareness out there. Get some excitement with people participating and get them engaged with you through your recognition and encouragement and those types of things. Again, we still have some ways to develop this program.

There is another program that the County has, but that is a change of service type called a Pay As You Throw program. That is where you basically decrease the amount that somebody gets and you increase their recycling. That is another type of incentive and that's a program that the Montgomery County Solid Waste District is promoting right now. That is another option. We are not necessarily pushing that or recommending it, but if that is something you all want us to do as a pilot in cooperation with the County we can. I have spoken with Mr. Downing and Mr. Proffitt about that.

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Deputy Mayor Lommatzsch: One other thing, I have a concern about things that are not being picked up and I understand why. I don't blame you guys, but is there some way that the driver can indicate at such and such an address they were unable to pick up? I can site three places right now where stuff has been sitting for two weeks and our people have not responded. I will address that, it is not your problem. Is there some way that the driver can indicate that there was a non-pickup at this address? That information could be forwarded to the City because with this wrapping thing, we are having a lot of stuff sit out on the curb or what they are doing is if you don't take it off the curb, then they move it six feet back into a yard and it is still sitting there. Mr. Minear: Right. Yes, we can do that and we have developed a tag that we can attach so that when they go out and look they will be able to see that tag, it will be checked off, it will have a telephone number. Deputy Mayor Lommatzsch: I understand about your tag, but I don't know if there is any way we can make it easier for our employees to respond to a non-pickup.

Mr. Denning: Since your driver gets texts from your dispatcher, can your driver text the dispatcher who then can call the City to let us know that he had something that he couldn't pick up at this address? It's that simple. If they can text one way, they can text the other way. Deputy Mayor Lommatzsch: That's what I'm asking. Mr. Minear: Not only that, we can also provide the picture because they are supposed to be doing that. Mr. Denning: All we need is an address so that we can go look and then we can send somebody out to say these are the new rules and we need to get this wrapped up. Deputy Mayor Lommatzsch: They need to be ticketed.

Mr. Carpenter: We just had that happen on Monday. John sent me the picture and the dispatch recording of a residence where we had some scattered trash. We worked together. Mr. Denning: Just get a two way communication and it shouldn't take two to three weeks to get that information. If we need to go out and ticket them to get them to do it, then that is what we need to do. Mr. Minear: Everything that comes from our drivers, I am immediately sending over to City staff and making sure that they have it. I am going to tell you we are not 100% perfect in this. In this situation that the City Manager is bringing up, we did all the right things. We took the picture, we did the recording, got sent to dispatch, they didn't send it to me and so therefore, I couldn't send it to him and therefore, we sent the driver back to clean it up. It is great and you did everything right, except for you didn't communicate with the person that needs to communicate with the City. This process has been helpful because it is educating our guys that they are really a part of you. They are basically an employee of the City and they are representing you out in the field and we have got to be as good as your expectations are of us because that is what you want for your residents. We are trying to communicate that. Our new General Manager had a meeting with them explaining that. We are working at this and we are committed to making it better and I know you are way over time with me.

Mr. Curp: Public Service Announcements to the community when there is a disruption in service because of weather. Two weeks ago or whatever when the ambient temperature was down around zero and the wind chill was well below zero and Republic pulled their people off the street, our residents have no idea of knowing when you are coming back to pick up their trash. They have no way of knowing when to set their trash out next, so some people end up with two weeks' worth of trash in their garage or behind the shopping center. Something needs to be done. Mr. Minear: Councilman I fully understand what you are saying because we had a lot of people calling and telling us the message they got confused by it and didn't understand what was going on. What we are going to do before we send those out, we are asking for a script to be sent to us. Again, I can send that script over to the City Manager; they can review it and make sure we have the date and all the information, and then our folks can get that.

What we are doing now after having gone through that, I go into the office around 3:00 a.m. when there is a weather event because our residential guys don't come in until about 5:00 a.m. I can get with our Route Supervisors, we know what the plan is going to be, we are going to be on a 2-hour delay or we are going to shut down, so I can around 4:00 a.m. then get everything put together and get it over to the City Manager to let them know. We know we are going to get snow possibly this week. We don't know whether it is going to be bad or good or in between, but we have

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already started working. If we get a certain amount, what are we going to do? I am planning on going into the office early Monday morning at midnight just to measure the snowfalls and see where we are at so that our Route Managers are ready to go on our residential stuff.

Mr. Curp: I'm talking about Public Service Announcements like you might see on television when they announce the closings and stuff like that. Contacting the City Manager doesn't do anything. A One Call may or may not because a lot of people don't take part in that. A lot of people turn on their televisions at 6:00 a.m. to see whether they need to send Sally or Johnny to school or whether they need to go to work or not because some people are categorized as essential personnel and others are categorized as non-essential personnel. I don't know why we have people who are not essential personnel, but I guess we do. Mr. Minear: We can do that. The only caution and the City Manager and I will work on that and we will have to work with the news channels. There is somewhat of a reluctance to do Public Safety Announcements for trash companies and the reason why is because it has been done before and people hear that the trash is being delayed and that is all they hear and see and they don't see the community name. They just see the weather is bad and sometimes one community is not participating in it.

Mr. Curp: I'm assuming that if in the Dayton area on a couple of the days like two weeks ago, especially the day Republic pulled their people off the street. If Republic is in the community of Riverside and the community of Huber Heights, you probably pulled people off the streets in both communities. You probably didn't say it is warmer in Riverside than it is in Huber Heights because Riverside is south and Huber Heights is north. Mr. Minear: That's not my point. The problem is Waste Management has contracts in communities up against you. The City of Dayton runs their trucks. They may not choose to run. Mr. Curp: I'm not concerned how those people handle service in that community, I'm concerned how Republic handles service in this community. Mr. Minear: Sure. I'm willing to do this, but I think we need to talk to the news outlets to make sure they are on board with doing that. We are not the ones that end up getting the calls on that, it's the news stations. Mr. Curp: That's alright. They will figure it out. Mr. Minear: They don't have to run our reports though.

Mr. Denning: But you have done your part in trying. If they don't do their part, then it is on them. All we are asking you to do is put it out there and try to get it so folks know Republic is not going to pick up in Riverside or Huber Heights until noon or whatever the answer is or everybody is delayed a day. You do your part and then if you tried, then you won't have a complaint from us. We will deal with Channel 7 or Channel 2. Mr. Minear: Absolutely. They may do this. I just know a few years ago when I was with another company we had this issue come up and it created a problem. I just want to check with the news before I commit and say we are going to do it. I'm okay with doing it, but I don't want to tell you we are doing it and then have the news outlet say they aren't running that stuff. Mr. Denning: As long as you try and let us know. Mr. Curp: I will tell you what. A lot of organizations contact the news to let them know they are going to be closed. My church contacts the church and says they are going to be open and they run that on their crawl on the screen. We are open for business, come on in. Ms. Campbell: Maybe they could run across the screen who it is and the location. Mr. Minear: I'm happy to work with them on that. Absolutely.

Mr. Curp: The other thing is a recurring situation and I heard your comments earlier about instilling in Republic's workers that they are an extension of us and our service organizations in the community. We are still getting trash that doesn't make it into the hopper and gets left on the streets. That's an issue that has been brought up over and over and over and it is still happening and that is a problem. Mr. Minear: I agree. One of the things we are going to try, and I'm not making excuses because I agree with you and it is happening and our guys are supposed to pick it up, but I also want to share with you that it is very helpful if everybody just bags their garbage. Again when you go to tip it, we can't control what the wind does if they put garbage in loose. It is going to blow. Again, we want our guys to pick it up if they can. Mr. Curp: It's not if they can. It is part of the service. Mr. Minear: In all due respect Councilman,

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we are not going to run onto people's property. We can't. Mr. Curp: I'm talking about in the street. Mr. Minear: If it is in the street, we have told our guys to do that.

Mr. Curp: And right along the curb. It might be in people's yard, but right along the curb where the trash cans sit. They are either not going to be on the property and put the trash cans back or they aren't going to be on the property and put the trash cans back. You can't say that you are going to be in the yards for one occasion and not for another. They are also leaving trash cans in the street. That's got to stop. Mr. Minear: They are instructed to put the trash cans back where they are put out by the resident. I'm just asking clarification. Deputy Mayor Lommatzsch: We are telling you it is happening. Mr. Minear: I'm not trying to be argumentative. If you are saying that no trash cans can be on the street, then we need to communicate to the residents they can't put their trash can on the street.

Mr. Denning: I put mine out by the street and then I've got a little bit of recycling in there because I'm supposed to put it out the night before, there is quite a bit of wind and it pushes it out into the street. I would still expect him to put it back in my yard. I don't think people intentionally put their trash cans in the street. Mr. Fullenkamp: That's hard to do when you are using an automated system. It is going to go down exactly where it was picked up, if you are using the arm system for the one man operation. Where you pick it up, it is going to go back exactly there. Mr. Minear: The arm can extend a little bit, like if they pick it up, it can go out a little bit but not much. Councilman, you are right. It is not feet. Mr. Denning: I understand that, but there are situations. I even got a note on mine that said not to put it next to the mailbox anymore. I moved it and I'm okay with that and I understand, it wasn't nasty or anything. I set it out next to the street and if it happens to blow out. I don't have curbs.

Mayor Flaute: If your car is parked in front of your house, they are going to have to put the can out in the street by the car, right? Mr. Fullenkamp: I didn't think we were allowed to put trash cans in the street. Mr. Denning: You are not allowed to put your trash can out in the street. It is against our rules. Mayor Flaute: Okay, so if your car is parked there and your trash can is between the sidewalk and the curb. Mr. Minear: The message to our guys is don't put garbage cans in the street. I will communicate that back to them and we will do the very best we can to get those out of the street and get them on the driveway, not in the middle of the driveway, or on the grassy area of the right of way.

Ms. Campbell: You have a top loader where you dump it up over top? Mr. Minear: Yes, ma'am. Ms. Campbell: I watched it and one of our Officers was sitting out there and he saw it too. It looked like pieces of wallpaper. You could look down the street and see pieces of it all down the road. As he went by, I saw him dump one and it looked like a big cushion was just ready to fall somewhere along the line. He pulled him over and talked to him, but I don't know what he said to him. Mr. Minear: We've talked to our guys about that because I think that issue got reported to me. We have talked to our drivers about that because it is possible that stuff gets hung up there. They are to before they transport around the streets to go up and check and look up there. I think, but I don't know for sure, trying to install some kind of mirror so they can see up there to see that there is no loose paper or loose debris because that is a safety issue. Even if it is a soft cushion, if that blows off and blows onto somebody's windshield that can create a problem. Ms. Campbell: They never came back and picked it up, everybody had to go out and get it.

Ms. Fry: I have a couple of comments regarding communication. One to follow onto Councilman Curp's comment, whatever the solution is we should have a reliable place where we can direct the citizens if they have a question about whether it is running. The One Call doesn't get everybody because we don't have full coverage yet. We need to have a place that we can direct them that says this is the gospel truth of whether your trash is going to get picked up today or not. This was particularly a problem when there were multiple delays in the same week. It became very confusing as to which day they were actually going to show up. Second issue that came up is that when they were told it was going to be delayed, it was in fact picked up on the day that it was supposed to be. The guidance about when to set it

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out and then when to go retrieve it, that window was not within one single 24-hour period it was longer. Communication like that is important.

The third thing that came up was where a resident said that they had a bulk pick up scheduled and it was not picked up. When they called, they found it had been rescheduled, but they had not been notified that it was rescheduled. I don't know anything more than that, but what is the responsibility of communication in that situation? Mr. Minear: That's the first I have heard about that. If you could, get that address to the City Manager because that should be in our notes. I want to find out because the resident should have been notified and that is an absolute must. We are not going to do that. If you could provide that to the City Manager and he will get it to me and we will definitely get to the bottom of that.

Mr. Fullenkamp: Most of this relates to the educational piece that you are proposing to put out there. A lot of these issues you could at least prime people to know what the best practices are. For instance, it would be nice if you bagged your garbage. That might be a little section somewhere, a highlight, because this will prevent trash from flying out into the street on windy days. Regarding Mr. Curp's concern about notifications, you could prime people for that too. If we are going to have 5 inches of snow or whatever the standard is or if the weather man says it is going to be below 0, we are likely not to run. That doesn't mean we are not going to notify you, but again, if they have certain expectations then that helps when they get the message for what to expect. I don't know whose responsibility this is but people should not be putting their garbage cans in the street. Maybe that is the City's, but maybe you can work with them. Mr. Minear: We can put that in here. Mr. Fullenkamp: Education primes people to receive that information when it comes and they know what to do. I don't know how much you want to put into that and if you put too much in people won't read the whole thing. There are pieces here that if you provide them the information and they have certain expectations, it makes it easier for them to understand what is appropriate for them to do when these events occur. Mr. Minear: Sure. Absolutely. Mr. Denning: What they need to know is it should not be put out more than 24 hours before your pick up time, but it needs to be out there before 6:00 a.m. The basics. I don't want people putting it out on Friday night when it is not going to be picked up until Monday unless they are going on vacation or something like that, but still. What our rules are that match.

Your guys are part of our community; do they pay our income tax? Mr. Minear: I'm not sure. Mr. Denning: It's a reasonable question. If the same guy does the same job in our space for the year, they should be paying our 1.5% income tax. Mr. Minear: I don't know what the State laws are. Mayor Flaute: The State law says if they work 20 days in the month they have to pay. Mr. Denning: 20 days a year in our jurisdiction. Mr. Minear: It is a great question and to be honest, that is the first time that has ever been brought to me. Mr. Denning: I think it is a reasonable question. Mr. Fullenkamp: We want revenue.

Mayor Flaute: Last year, you were talking about changing the schedule on us and you didn't let us know until the day before. It was horrible. You are not planning on doing that again, right? Mr. Minear: No. The contract is clear. We cannot do anything without your approval. Mr. Denning: Our answer is it is not that you won't, just come to us far enough ahead that we can talk about it and not the day before you are getting ready to change. That was our biggest headache last year. Mr. Minear: I was told about that story when I first joined the company because our Industrial Supervisor knew me because he had worked with me at another company. He was telling me this story and he said I would have put my fist through the wall, that's how bad it was. I was stunned when I heard they didn't have permission from a municipality to do it. I don't care whether it is in the contract or not, you have to do that. Mayor Flaute: It was bad. Mr. Minear: That will not happen again.

Ms. Campbell: When we go into recess, I would like to talk to you before you leave. Mr. Minear: Sure, ma'am. I can stay through the whole meeting. Mayor Flaute: We are going into recess right now. Thank you for coming.

There were no further questions or comments.

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ITEM 7: RECESS:

The Council took a recess at 7:39 p.m.

ITEM 8: RECONVENE:

The meeting was reconvened at 7:50 p.m.

ITEM 9: PLEDGE OF ALLEGIANCE/MOMENT OF SILENCE:

The Pledge of Allegiance was led by Council Member Steve Fullenkamp.

ITEM 10: MINUTES: Consider approval of the minutes of the November 16, 2017 Council meeting.

A motion was made by Mr. Denning to approve the minutes of the November 16, 2017 meeting. Mr. Fullenkamp seconded the motion.

There was no discussion on the motion.

All were in favor; none were opposed. **Motion carried.**

ITEM 11: ACCEPTANCE OF WRITTEN CITIZENS PETITIONS:

Mayor Flaute advised citizens to fill out a form if they wished to speak about agenda or non-agenda items.

ITEM 12: COMMUNICATIONS

A) Council Request Sheet Review

Mr. Carpenter: In the packets, we have and we have had for several weeks now the Council Request sheet. There are a lot of items that have been on there for a long time. Some of these items, there has been information that has been passed on. We would like to take some of these things off, but I know we had the agreement where they come off at the request by the Council member. What I would like to do is have Council take a look at it and then they can relay the information to the Clerk to have things removed from the Request Sheet. What is remaining, staff will take care of it. That's what I'm proposing. Mayor Flaute: Okay. Good enough.

There was no further discussion.

ITEMS 13: CITY MANAGER'S REPORT:

Mr. Carpenter: I tried to add into the City Manager minutes for the Council packet basically what is going on and more that is current than leaving on projects where there isn't much activity going on. This is a little bit slimmer than you are used to seeing. If you have any questions related to these items, we would be glad to answer those. Mayor Flaute: Are there any questions from members of Council?

Mr. Fullenkamp: Actually, yes. The Woodman guardrail project, does that extend down toward Bayside? Remember the family came in and had cars. Mr. Carpenter: It is actually going on the other direction more towards 35. That is the end that we were looking. Mr. Fullenkamp: So the family that came in that has had cars in their backyard. Mr. Carpenter: That's what that pertains to. We recently signed a task order and I know Choice One is working on the scope. Mr. Fullenkamp: So do you have any drawings or anything you can share with Council? Mr. Carpenter: We don't have them yet. Mr. Keaton, have you received anything? Mr. Keaton: They just got done with the surveying and they are just now in the design phase of that, the length and need section of that. That should be coming very soon. Mr. Fullenkamp: Thank you.

Mr. Denning: Since we are talking about guardrails, what is going on with the guardrail at the top of the exit ramp off of Harshman coming down to Springfield

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Street? From the north to the south, it is all lying out. They actually closed off the ramp way back in May or something and then didn't repair it, but the guardrail still isn't attached and is still laying there and all of that. I was just curious what was going on with that. Mr. Keaton: Up here at the top of the ramp? I will have to take a look. Deputy Mayor Lommatzsch: They started it and then they said they shouldn't completely shut that down for a day on a Saturday. Mr. Keaton: On the circle ramp here? If I'm thinking of the same thing, it was the day we were doing our Community Clean Up and they were interfering with people bringing in their trash. Then they did come back and make a repair, unless it got hit again. Mr. Denning: It looks like it is still just lying there. It looks the same as it did. Mr. Keaton: I will take a look at it. It looks like it just came detached from the bridge deck? Mr. Denning: Yeah. Mr. Keaton: They are supposed to come back and reattach it to the bridge deck. Mr. Denning: Okay.

Mr. Fullenkamp: Two other questions. I see that we have set up a preliminary schedule for park events. Do we know what dates those are yet? Mr. Carpenter: At the next work session, Mr. Lohr is going to present those park events. What we are also looking at doing as far as staff, we are going to have a meeting and talk about all of the events we have for the remainder of the year. We want to get a master schedule.

Mr. Fullenkamp: The other question, and I have talked with the City Manager about this already, is there a schedule for permanent patches to where water line breaks occurred? Mr. Keaton: I just tried to call the County today and I got ahold of the Director up there. We have a total of 25 he said so far in the City of Riverside. Those are then given to Booher Asphalt, who makes the permanent repair. We should be seeing a repair, and I've not talked directly to Booher yet who schedules that work. I will make a phone call to them, but I would say in the next three weeks they will be getting very caught up with that list. Mr. Fullenkamp: Weather dependent, right? Mr. Keaton: Yeah, weather depending. They are able to get the hot mix from down in Middletown at a place. Mr. Denning: I actually saw them at Bayside and Woodman this morning at 8:00. Mr. Keaton: Making a repair. Mr. Fullenkamp: Okay. Thanks. Mayor Flaute: Are there any other questions for the Manager?

Mr. Denning: What is the deal on Zone Pro? It says you were going to have a conversation with them. Are we getting different stuff? Is it the same stuff? Mr. Taylor: Yeah. Zone Pro was bought by a company called IworQ. I'm going through and have talked with a couple of people who have had them. IworQ has been doing this for 20 plus years. They have their own set of suites. The problem with Zone Pro, and I don't know computer things other than how to turn it on and do basic stuff, the platform which Zone Pro was built on is an old platform that isn't supported anymore. Similar like some websites as your browser or Microsoft updates, you have to update your websites. They can't update Zone Pro anymore, so at some point in the future Microsoft is not going to support Zone Pro. We will go to our computers one day and it just won't work. They don't know when that day is because they don't update the Microsoft. I don't know how real that is of a scare because I don't know how this stuff works, but we did talk with them. We had a web meeting on their system and what they have. It is very similar to an old Tidemark that I used, but it is built on a newer platform. It looked really great and did a lot of good things. Fairborn uses it. Troy uses it. Fairborn was indifferent and they spent a whole lot of money and they are going to a different program. Troy absolutely loves it. I want to talk to a couple more people. They quoted us a price of \$4,000.00 a year, which is significantly more than what we are paying now.

I also talked to Fairborn about maybe them becoming our Building Department, so there are a lot of different things going on. As that kind of evolves with Fairborn and the County and IworQ, we will see what is going on there. I don't have \$4,000.00 in my budget. Troy is only paying \$2,000.00, so I think there is some room there to negotiate cost. Mr. Denning: What was Zone Pro costing us? Mr. Taylor: \$570.00 annually. Mr. Denning: Okay. Mayor Flaute: Now they want \$4,000.00? Mr. Denning: To replace it, they are saying it is \$4,000.00. Mr. Curp: For that piece of software. Mr. Denning: For that piece of software per year. Mr. Taylor: It is neat. They do a web based again and IworQ updates the addresses in the system, so they check the County quarterly. When people buy properties, they update that

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automatically in our system. The way Zone Pro works is we don't update the contact information or who the owner is until they come in for a permit because we don't have any staff to go through there and update those parcel files ever other than when we do a permit. There are some benefits to it.

Our Zone Pro files, if you can imagine with our turn over we have had you have a bunch of different people logging stuff in and putting stuff in and we have a lot of parcels or businesses with multiple parcels or addresses like Airway. There are like 25 different entries for Airway Shopping Center and you have to go through and check each one to see where he put the violation this time or where did they put the permit this time. We have that all over the place. What IworQ would be able to since they own ZonePro is they can pull that information up, put it in a huge spreadsheet, and we can clean it up real easy and then move that data into the new stuff. That's probably the biggest benefit because if we were to go to any other system, we are going to have to clean up Zone Pro before we were to transfer that data because it is scary. Mr. Denning: A mess.

Mr. Fullenkamp: So to that point the city in Indiana, I can't remember Fryburg or something that Tech Dog developed that software for. I was sent an email the other day and it sounds like they are trying to spin that off. Mr. Taylor: I talked with them after you had given me that information. I called them up and they are looking at 3-6 months that they might be up and running. I think to your point, IworQ has been around longer. Right now we are focusing on getting our paper files in order, we are trying to get Zone Pro stuff cleaned up, and if we are available to do IworQ and it looks like a great thing we will move on it. Right now we are putting our toe in the water and that's about it.

There were no additional questions or comments.

(1) FYI Items

- a. Council Request Sheets.**
- b. Council Agenda Calendar.**
- c. City Manager's Project and Activities Report.**

(2) Monthly Verbal Reports

- a. Finance Department**

Mr. Carpenter turned the floor to Mr. Garrett for the update from the Finance Department.

Mr. Garrett: First, we just turned the calendar to February. We still have to finish posting the last few revenue items for January and then we will be up to speed. At the last Council meeting, Council approved signing the amendment with Brantwood. Brantwood did come and provide the \$780,000.00 and that was deposited into the TIF escrow account. On Monday of this week, we did send it back to Brantwood to continue with that process or whatever. That did happen.

Another money item, several years back in 2015 we wrote a local share check to ODOT for Safe Route to School Infrastructure program. Now that they have done their final accounting or whatever, the Department of Transportation was able to fund the whole thing and they sent back our entire deposit that we made, which was \$77,336.00. Maybe we can apply that to a future project, but we did get that all back.

We've been talking about the Wright Patt note coming back and using the Ohio Municipal Access Program or OMAP. That required us to get some supporting exhibits together. We did provide that to Mr. Brossart, our consultant, and signed the application. The application should have just in the last couple of days been submitted to the State Treasurer and now we are waiting for two or three weeks or whatever to hear from that. Then it will be getting quotes and actually get our price for the renewal note for Wright Point.

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Finally, we have started a new year now. If you recall last year, we were about \$242,000.00 below where we had forecast for the year. In January, we received \$425,000.00 against the \$502,000.00 that we forecasted so we are down about \$78,000.00. That's higher than we received last year. Remember the last few years in January, February, and March it is usually kind of low and then we kind of get back on track. It looks like we are keeping our fingers crossed and doing a little better this year.

There were no questions or comments.

b. Economic Development Department

Mayor Flaute turned the floor to Mr. Murray for the update from the Economic Development Department.

Mr. Murray: I hope you have your list there in front of you. Starting with Smiley's, I do have another meeting tomorrow with Smiley's. People keep calling on that and I keep talking. Hopefully something will happen there very soon.

Dropping down all the way down to Spin Kemp, several of the staff members and myself did go through that grocery store and they are still making progress, but it is going to take a while yet. There is a lot of stuff there. That is a combined grocery store and restaurant. They will have a restaurant where you can go there for lunch and dinner.

Coming down to Wright Point, I've got a meeting next week with Tenet 3 to sign the documents for their extended lease and CDO as well. I gave a Letter of Intent to CDO for Suite 115, which is on this floor and we will contain the computer that services our building here.

Wright Point capital improvements, the booster pumps have been replaced and are running well. The elevator just got fixed this morning. We fixed a motor in there and that is underneath our maintenance contract, so that should cost nothing to the City. I've got most of the exterior lights done on the place. I know this has lingered for a while, but these are brand new lights and there is a huge demand for them and they are still backordered, 50% of them. These are an LED corn cob pipe and it does have a fan in there which helps dissipate the heat. It is a phenomenal savings to us.

The other capital improvement projects I have on here are over \$25,000.00, so these will all have to be publicly bid and so I am working with IAP, the people that did the blacktop for me last year. We have a meeting tomorrow to kick these things off. I have submitted the original documentation that they need and now it is just getting a timeframe out of them as to when these things can get done. That's the driveway, the rest of the parking lot, the 3rd floor lobby here, the main floor lobby in 5100, updating the fire alarm system, and the sewer project for Eintracht is also going to be over \$25,000.00 and they are going to run that for me as well. Hopefully I will have some time tables here for you so that you can see when these things will be done. Are there any questions at all?

Mr. Denning: Where the Glass Crutch was on Troy Pike, the building is down. What is going on with that? Mr. Murray: It is just for sale from what I understand. Mr. Denning: So whoever owned it chose to tear it down to make it more sellable? Mr. Murray: That is exactly right. Mr. Denning: It would be nice if they would finish cleaning it up. Mr. Murray: It is down to the foundation and there is a lot of rubble lying around. I think Steve Peters has that listed maybe. I will see. Mr. Denning: I think it is Oberer. Mr. Murray: I'll check. They owe us, so I will talk to them.

There were no additional questions or comments.

c. Administration Department

Mayor Flaute turned the floor to Mr. Lohr for the update from the Administration Department.

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Mr. Lohr: Good evening. I just have a few items this evening. We already talked a little about the park events, but we will have that on the work session before the next Council meeting. We are going to try to do some similar events, but slightly bigger. We are going to add an event at Eintracht, so we will have five events instead of four. That's what I will be presenting before the next meeting.

We had our first Storm Water information session this week. I think most everybody was in attendance there. Thank you for coming. I thought it went well. We got some good questions answered. On top of that, some of the staff here went and met with the folks from Woolpert this week and talked about some new technology that they have to look at being able to assess the exact square footage of coverage on each property, which is an interesting technology. We will plan on talking to them further in the future because it seems like a very good prospect.

The last item that I have is we have posted for our Director of Public Services. We have one applicant so far this week. I will have to check and see if we have gotten any others in, but we are hoping to fill that March 19th. We are hoping to fill that by March 19th. That's all I have for you.

Deputy Mayor Lommatzsch: That meeting on the 20th. Is that at 6:00 p.m.? Mr. Lohr: It is at 6:00 p.m. Tuesday the 20th. Deputy Mayor Lommatzsch: Here? Mr. Lohr: Yes, right here.

Mayor Flaute: I know we got something from the Manager about filling the Director's job, but I don't think we have ever seen the ad. Have we seen the ad? Mr. Carpenter: I did not send you the ad, but we can do that. Mayor Flaute: I would like to see that, please.

Deputy Mayor Lommatzsch: I wouldn't mind seeing it either. The other thing on some of the park events on a week night, consider maybe having food trucks. Mr. Lohr: At this point, we are considering doing them on Saturdays. Deputy Mayor Lommatzsch: You will have trouble possibly getting food trucks on Saturday. Mr. Lohr: Maybe, but I am going to try my best. I think if I get them early enough. I found out last year that the best way to get to them really is Facebook Messenger. I was able to recruit quite a few of them that way, so I will see if I can get them all set and scheduled for this upcoming year.

Mr. Fullenkamp: In addition to what the Mayor requested in terms of the advertisement, I would like to see the job description for that position.

There were no additional questions or comments.

d. Planning and Program Management Department

Mayor Flaute turned the floor to Mr. Taylor for the update from the Planning and Program Management Department.

Mr. Taylor: As you know, we had the lengthy discussion about Springfield East and West. I just wanted to remind everyone again, the community meeting is going to be March 22nd 6:00-8:00 p.m. We will be sending out the notifications, there will be an ad in the paper too, and plus we are hoping for an article. Anyone in the city whether you are affected by this or not, you are more than welcome to come. This is a great public information meeting that we will be doing. Mr. Fullenkamp: I don't know when our next newsletter goes out, but that might be something you want to include in the newsletter. Mr. Carpenter: I don't think it will be out in time. Mr. Fullenkamp: Then that is not a possibility. Mr. Taylor: We will look at trying to get more ways because we would like to see a good turnout. I also at this point would like to talk about District 7 and the work they have done on these project for us. Tricia Bishop is their Environmental Consultant at District 7 and she has done a lot of work on these because there is a lot of environmental stuff, so she has worked really hard and she is still helping us get these notices out and she has put together the pamphlet that we sent out to you. I just wanted to thank her publically because she has done a lot of work on this.

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S&S Trucking, I don't know if there was an email sent out. We had to drop that case. The Prosecutor dropped that due to insufficient evidence on that. If you need more information, let me know and I can send that email out from our Prosecutor. B&M Towing, the BZA case, has moved and we were talking some dates because I didn't know which was the 4th Tuesday, but it will be the 27th that we will be re-doing that hearing again and finishing that up.

We have been working with Montgomery County Building Department on several issues. In the Spin Kemp Center, we have Wei's Pizza and then there is an occupancy issue with Oddbody's that we are working on. That may impact that whole shopping center, but we will have more information. It was in my Manager's update today, but we will know more tomorrow. The County and Public Health have been working with us on those issues.

Other than that, we have just been working on getting these files up. I know not everyone comes back here, but if you remember back in the fall we had piles and piles of paper along the file cabinets here and those were all of our records that were violations and permits that we had separated out of the parcel files. Becky has worked diligently. First we had some interns pull those out and separate them into years and then Becky sorted them into month and violation and permit and we have put those all in binders and cleaned that up. We've got a little table here and so we have that cleaned up. Hopefully our parcel files, we have a little more work to do, but I think you will be really impressed when you see what our files look like here in the next couple of months.

Mr. Denning: I would like a couple of things. One, I would like to know approximately how many permits we do a year and then approximately how long it takes for a permit to be issued once the paperwork comes in. Then the other part of that would be how many times we communicate with the folks about those. That would probably go on the Council request sheet so that I can get that information. I have had a few complaints about it taking forever to get a permit and they never get any communication about whether or not it was. I don't know if people are just complaining or if there is really an issue. I'd like to get that information. Thank you. Mr. Taylor: On that, Zone Pro from when it comes in to when it gets issued those are hard. I will have to see how we can get that out of the system because that is one of those things. For a \$570.00 program, you can't always get.

Mr. Denning: Does it take a week? Does it take six weeks? Does it take six months? Mr. Taylor: One of the things the City Manager has asked us to do is benchmarking. We've got some things from ICMA and that's one of the things we are looking at trying to benchmark that. They've got some hard lines to benchmark because when a permit is issued, people like to track once submitted how soon it is issued. Sometimes that is not a good track because they submitted you a piece of paper with a napkin drawing and you might need more than that. We want to track how soon we get the permit in and how soon we get back to notify them. Mr. Denning: To me, if you had to communicate six times with them to get it to the start point, that's part of that. That would tell me that maybe the information we are giving folks that they need more information or something to help this process. That's all I'm saying. Mr. Taylor: I can't say that is what happens all the time and again with Zone Pro there isn't a good tracking system and we are working on creating a program that does that using Excel. The best thing I can do is if you hear of those where people are waiting a long time, call me or Emily Wheeler so we can find out exactly what is going on. Each case is going to be different. Mr. Denning: 799 Spinning Road.

Mr. Fullenkamp: There's always this thing called an average and a standard deviation that gives you some idea of variability. That incorporates everything, so standard deviation is just as important as the average or use a median if you don't want to. Mr. Denning: I just need some idea. How many do we do a year? If it is only 50 a year. Mr. Taylor: I will pull a report, it is more than that. It fluctuates between 20 and 50 a month.

Deputy Mayor Lommatzsch: I guess some of the staff are not aware, but I was appointed by the Montgomery County Commissioners to do the Affordable Housing

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Board that meets quarterly. I was at that meeting today and I'm sorry, but I was a little embarrassed because one of the projects and I had seen the agenda. I was asked questions about a new development in Riverside that I knew very little about until I got my agenda two days ago. Riverworks is going in by the Senior Lofts. I don't know, the rest of Council may feel differently about it. This is pretty much getting on the road. The funding is not all there and that's why they were there asking for County money, but it would be nice if we would at least be clued in that these things are going on. This is what they are calling workplace housing and it will be adjacent to the Senior Lofts.

I think we have a lot of concerns about traffic and things that we need to be addressing along with their project as far as getting their funding. It is a 2020 project, however there is going to be a big concern I believe on Harshman Road with another 80 units going in next to the Senior Lofts. We need to be ahead of the game on how we are going to address the traffic issues. We already have traffic issues on Harshman Road and there has been a need for a while for a light at Beatrice. I don't know how we are going to slow down the race track, but this is going to be another potentially 160 automobiles coming and going from that property, if there are 80 units and there are two people. It's not affordable housing, it is called workplace housing. They are addressing it through the Base because the Base has indicated that we need this kind of housing and there is none of this kind of housing in Riverside.

I would just appreciate in the future so I don't get blindsided because I was asked to vote on the project today and this was the first time I heard and the City has said nothing to me about it. Mr. Taylor: As we spoke before the meeting, I don't have any information and the information I have is different than the information you were given today. Anything I had, we had been working with Pete Swigart from Miller Valentine, and he had just emailed me earlier this week on Monday or Tuesday. Deputy Mayor Lommatzsch: Well you didn't know I was on this Board and that's okay, but I would just appreciate in the future when a big development like that is going to be coming and I do think we need to be on top of it traffic wise. Mr. Fullenkamp: Were we aware of it? Mr. Taylor: In talking with Pete, they are still just applying for their tax credits. I haven't seen a concept plan. I haven't seen anything, so you have more information than staff does. Mr. Denning: But it was a possibility? Mr. Taylor: Yeah. Mr. Denning: But we didn't even know it was a possibility. Mr. Fullenkamp: It sounds like they were dealing with the Base more than they were dealing with the City of Riverside. Is that true? Deputy Mayor Lommatzsch: No. That is just part of their package in asking for tax increment credits and all of it that the Base is supporting that. We shouldn't be involved in that.

Mr. Taylor: Months back I was working with the Mayor and St. Vincent DePaul, so I was assuming. I don't know what you all talk about. Mr. Fullenkamp: I have no idea. This is the first I have heard about this. Mr. Denning: That's the issue. This is the first that there was even a possibility of that happening. Mr. Taylor: We have a weekly report that we give now to the City Manager and this is the first time it has been in his report because this is the first week that anything has been even possible. Mayor Flaute: The only thing I know is I am on a Homeless Solutions Committee and we had gotten an email from the Executive Director of the St. Vincent DePaul Society and they want to put transitional housing on I believe that property. We could never get a date settled and then all of the sudden it got dropped and I haven't heard anymore there or from the Homeless Solutions Committee either. Mr. Taylor: What Pete had told me from Miller Valentine is that they put money down to buy that, but they need to demonstrate \$5 million of new development around them. As of this week, we just found that. The project couldn't even go forward as far as I knew until Monday or Tuesday when he gave that information that they have it. There is a new development in Dayton that is going to be a new housing development that counts toward their \$5 million because we didn't have any other development in there. This is one of those things.

Deputy Mayor Lommatzsch: It's with St. Mary's again; the same group that did the Senior Lofts, so I think it is pretty much down the track. My concern is that we know what is going on so we can get in front of our road and traffic issues. I don't think we can do anything about what kind of housing is going there. I'm disappointed in what they did before because what I saw and what I voted on was not going to be that

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building backed up to Harshman Road, that was going to be on the other side of the property and the cottages were up front. The next thing I know that multi-story building went up and backed up to Harshman Road. I just want to be sure that we know what is going on there because the first drawings I saw on the Senior Lofts would have been a streetscape like a neighborhood, not the back of a building. That's how soon it started and then when they started building, I don't know how that all flip flopped. Mayor Flaute: The one I had, it did show the three stories in the front. Mr. Taylor: The concept plan always showed that building in the front and there was discussion about moving it to the back. The plans that were approved by the Planning Commission had the large building in the front and then the plans after Planning Commission approved it came to Council with the building in the front. I know there was discussion about putting those early on. Deputy Mayor Lommatzsch: It must have been a meeting that I missed because I never recall seeing the plan flip flopped because when I saw it at the County Building, it was the other way and that's what I liked about it. I just want to be sure that we know what is going on there. Mayor Flaute: Especially when we are going to Homeless Solution Committee meetings and we are finding out.

Mr. Taylor: What will happen with the traffic, we will address that when we know what they are doing and their driveways that will be sent to Choice One and they will do that analysis of that property. Deputy Mayor Lommatzsch: Let's just not miss any windows where we can't go for safety money or some other kind of money to address that because that is a thoroughfare. We need to see if we can find money and we talked about that today. Mr. Taylor: If a signal is required there and I think Mitch Thobe talked about that. Deputy Mayor Lommatzsch: I understand that. It might be Beatrice and it may not be at their entrance. Mr. Taylor: If they are triggering then, we can negotiate that, but we won't know that until we have an actual drawing to review which will be months and months down the road. Duly noted, we will try to do a better job. Deputy Mayor Lommatzsch: Well, it meets quarterly and the 3rd of May is the next meeting. Mr. Taylor: Like I said I wouldn't have had anything to give you that would have answered anything and what I would have given you would have been the wrong information anyway because I had that they own the property and 70 units.

Mr. Curp: It doesn't matter to me that your groups meet quarterly. I think we need to have as much detailed information on this as we can get as soon as we can get it because we may want to as a Council have some influence over what goes in there. Just like we tried to with Senior Lofts and apparently that didn't work. I will go back to a comment that was made by one of my fellow Council members a couple of months ago when some things didn't occur that Council had given direction on. The question was if you are not going to pay attention to what we provide in a way of guidance, let us know that and we can take care of those performance issues. Mr. Manager, I would like to see as much information as we can get on this project as quickly as we can no later than the next Council meeting. I don't mean an entry on this project document. I'm talking about discussion in this Council Chamber with the Council.

Deputy Mayor Lommatzsch: An update on the Brantwood project from them. Hopefully they will start that this spring. I know that is not in Riverside, but it does affect Riverside. That has not gotten off the ground. Mr. Fullenkamp: The one by Texas. Mr. Taylor: Then there will be another development for market rate housing going just further north of that on Old Troy, which will tie into that. Mr. Curp: In Riverside or in another community? Mr. Taylor: It's in Dayton right there at Old Troy where it bounces in and out of Dayton by Mr. Keaton's house. Mr. Denning: That 100 acres that just sold? Mr. Taylor: Yep, that's it. Mr. Denning: Well, you can keep us updated on that too because that impacts that whole area of Riverside. Mr. Taylor: They are going to put about 2 houses per acre or 3 houses per acre there. I can't remember. Again, that is really early development too. Mr. Denning: I know we won't have any say, but it would be nice to be able to let folks in that area know that is a possibility.

Mr. Carpenter: I was talking with the School Superintendent today and talking about the house on Hazelton. He has offered the opportunity to walk through there tomorrow at 12:00 p.m. I'm planning on going if anyone else would like to attend. Mr. Denning: I will be there. What time? Mr. Carpenter: 12:00 p.m. Mr. Denning: Can

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you give me the exact address? I will put it in my GPS. Mr. Taylor: 2257 Hazelton. Mr. Denning: Okay. Mr. Fullenkamp: So we will get to see what a gutted house looks like? Mr. Denning: If we would have gotten started in September like we should have, it would probably be dry walled and everything else. Mr. Fullenkamp: It could have.

There were no additional questions or comments.

ITEM 14: PUBLIC COMMENT ON AGENDA ITEMS

There were no requests for public comment on agenda items.

ITEM 15: NEW BUSINESS

A) ORDINANCES

I) Ordinance No. 18-O-653 to rename and repurpose City Fund 210, commonly known as the OPWC Issue II Harshman Road Fund.

Mr. Carpenter introduced Ordinance No. 18-O-653 renaming and repurposing City Fund 210.

A motion was made by Mr. Denning to approve the reading Ordinance No. 18-O-653 for the first time in its entirety. Mr. Fullenkamp seconded the motion.

The Clerk read Ordinance No. 18-O-653 for the first time in its entirety.

There was no discussion on the motion.

All were in favor; none opposed. **Motion carried.**

B) RESOLUTIONS

I) Resolution No. 18-R-2339 authorizing the City Manager to enter into a contract with Contract Sweepers and Equipment through the State of Ohio Cooperative Bid Program for use by the Service Department.

Mr. Carpenter introduced Resolution No. 18-R-2339 authorizing a contract for the purchase of a street sweeper.

A motion was made by Mr. Denning to approve Resolution No. 18-R-2339. Mr. Fullenkamp seconded the motion.

Mr. Fullenkamp: I'm looking at the bid sheet here and I'm seeing a date of 12/19/17 and I'm seeing that they are using the 2017 State Schedule. It's now February. Are we sure these prices are still good? Mr. Keaton: Yes. Mr. Fullenkamp: Thank you.

Mr. Curp: I'm going to vote no on this. It's not that I don't believe that the Service Department needs it. It is not that I don't believe that it would be a good purpose for the community. We had asked the staff to carve some money out of the budget for this year because we are running a deficit budget. This is one of the items that was taken out and it was put back in by Council and that's fine. I understand that, but I just don't believe we can go on like this. I voted against this appropriation because it is a deficit budget and this is not something I am going to continue to support as red ink budgets and increasing the red ink in the budget. I will be voting against this.

There was no further discussion on the motion.

A roll call vote was as follows: Mr. Denning, yes; Mr. Fullenkamp, no; Mrs. Campbell, no; Mr. Curp, no; Ms. Fry, yes; Deputy Mayor Lommatzsch, yes; and Mayor Flaute, yes. **Motion carried.**

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II) Resolution No. 18-R-2340 authorizing the City Manager to enter into a contract for the purchase of an ambulance for use at the Department of Fire under the State of Ohio Cooperative Bid Program.

Mr. Carpenter introduced Resolution No. 18-R-2340 authorizing a contract for the purchase of an ambulance.

A motion was made by Mr. Denning to approve Resolution No. 18-R-2340. Ms. Campbell seconded the motion.

There was no further discussion on the motion.

Six were in favor; Mr. Curp opposed. **Motion carried.**

III) Resolution No. 18-R-2341 authorizing the City Manager to submit an “Assistance to Firefighters Grant” (AFG) application for the purchase of power EMS cots for use by the Fire Department.

Mr. Carpenter introduced Resolution No. 18-R-2341 authorizing the submission of an AFG grant application for the purchase of power EMS cots.

A motion was made by Deputy Mayor Lommatzsch to approve Resolution No. 18-R-2341. Mr. Denning seconded the motion.

There was no discussion on the motion.

All were in favor; none opposed. **Motion carried.**

ITEM 16: PUBLIC COMMENT ON NON-AGENDA ITEMS

Ms. Sally McCarthy of Barrett Drive requested to speak before Council regarding adding a left turn signal at Mad River Middle School.

Ms. McCarthy: When you are on Harshman Road when there is school at Mad River Middle School, there is no turn arrow there and there is only one car or one bus that gets through when the light changes. The traffic backs up on Harshman in the through lane and those people are trying to dodge into the right turn lane because they want to go straight. I just think we need to put a left turn arrow there, however that could be expensive. I don't know. Mayor Flaute: Thank you, Sally. Deputy Mayor Lommatzsch: I think it is a problem and I think it needs to be checked into. Mayor Flaute: I have heard complaints. It doesn't get backed up too much, but it can be irritating. Deputy Mayor Lommatzsch: I've backed up in that lane almost to City Hall.

Mr. Frank Smith of Byesville Boulevard requested to speak before Council regarding S&S Trucking and the dust issue on Byesville Boulevard.

Mr. Smith: My issue tonight is one we have touched on before and it is about S&S Trucking or Jerry Salmons, whatever you want to call it. I think I know what I'm talking about. He's got a permit for I-1 or is zoned for I-1 or whatever. That has nothing to do with running a truck terminal. He is supposed to be doing maintenance. He's bringing those box trailers in there, dropping and hooking. Every box trailed that comes in there is somebody else's trailer. He's using that for a truck terminal and that's under I-2, if I read everything right. He's using that for a truck terminal. He's doing maintenance, but he owns only three wide span trailers which hauls rolled steel. He's pulling trailers for Jeep, Dodge, and several other transport box trailers he is using. The point is he is bringing them in there and dropping them, hooking them to another tractor and hauling them out. That is drop and hook and that is not maintenance. That's what he is permitted for is to do vehicle maintenance, not running a terminal in there.

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That's creating a lot of the dust, so we are going to get back into that where we are going to be facing this dust issue again. Is anything being done so he will spray for that dust this year? Something needs to be done about him using this as a truck terminal. If I know what I'm talking about and I think I do, he's not permitted to be running a truck terminal. Mayor Flaute: Thank you, Mr. Smith. We appreciate the information. Mr. Fullenkamp: May I ask a question of the City Manager? Mayor Flaute: Yes. Mr. Fullenkamp: This issue aside, what is the plan for dust abatement at that property this year? Mr. Carpenter: I am drafting a letter to S&S Trucking with the information that we learned last year. I felt that it was successful. I think we had some resolution to the dust and we are sending them the information of how often we did it and the materials that were used. They are responsible for continuing this year. Mr. Fullenkamp: Thank you.

Mr. Steve Massa of Planters Avenue requested to speak before Council regarding the City's law services and dust on Planters Avenue.

Mr. Massa: I have two issues tonight. My first concern is Riverside's legal providers. Are they doing a good job? Who and what are they being compared to? From what I gather, our legal providers have never had an evaluation. My recent encounter with Riverside's Prosecuting Attorney reinforced my belief that Riverside's legal services are inadequate and flawed. I believe it would be beneficial for this Council to make some changes concerning Riverside's legal service. You might ask yourself, why does he say these things? If you desire to know, please contact me and I can give you multiple examples.

The second concern is an old one and that is airborne dust on Planters Avenue. It is back again. I did receive a message recently from Mr. Carpenter concerning these issues. Nevertheless, I want to make Council aware it is time again for Riverside and Mr. Salmons to fulfil their obligation to the resolution and agreement to control airborne dust created by Salmons' operations. The dust suppression applications used in 2017 appeared to work well. I have with me tonight a sample of what the air looked like on Planters Avenue recently. These will not be blurry pictures; it simply looks like this due to the airborne dust. There is a large amount of dust, dirt and debris being conveyed onto the street from Salmons' lot. I have some pictures and you can each have a copy. On those pictures is a truck going down the street. It's hard to see because of the dust, but it was a clear day. Thank you. Mayor Flaute: Thank you.

There were no additional requests for public comment on non-agenda items.

ITEM 17: COUNCILMEMBER COMMENTS

Mr. Curp: Free income tax service. Today is February 1st and the organizations AARP and VITA have started offering their free income tax services today. It will be running through April 16-17 depending on the office. If you have need for income tax assistance, they will do your income tax return for you for free and file it for you electronically so you don't have to deal with mailing stuff in. There are three offices or three locations that I am aware of. There is one in Huber Heights at the Huber Heights Senior Center, one at the Kettering Rec Center in Kettering, and one in Washington Township at the Rec West Recreation Center on 725. It is an opportunity for people in this room or your friends, neighbors and relatives. If they have a need for assistance, you or they can get their taxes done for free. They will do federal and state and some locations will do municipal taxes including Riverside taxes using the RITA tax forms. Even though it is sponsored by AARP, you do not have to be a member of AARP, you do not have to be of any particular age, and it does not discriminate by income level. Take advantage of the service that is offered. I think in the past we have had something on our website and in our newsletter and maybe we will be able to get something out there to help increase people's awareness.

Deputy Mayor Lommatzsch: I apologize for my glasses, but they have done something to my eyes and these lights are bothering me. I'm not trying to be cool. I did go to MVRPC this morning and there is not a whole lot of news other than 35 will be happening in 2020. I've already talked about the Affordable Housing. Thank you for those who attended the Chamber event at Soin. It was a really, really nice event.

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That was a Business After Hours and the next one will be IN Crowd dinner on February 26th at Airway Kitchen. I would like to remind you again about February 7th, which is next Wednesday night, we are going to have the Sheriff's Department and hopefully a lot of folks there that can help address the opioid issues in East Dayton and Riverside. You can hear some of the things that are going on that I wasn't even aware that are going. I hope some of our folks can participate in that event. It is 6:45 at Community Methodist Church in the Fellowship Hall.

We talked about trash earlier and I spoke with Chief Frank about this, but I would hope that we as a family of folks would work together on this trash being left out along the side of the road and that when any of our employees are seeing it, whether they be a Policeman or Economic Development Director or a Council person that you would report that to Mr. Keaton so we can address it and it doesn't sit there for days and days and days. I know some of the times it is a house that has been foreclosed on and the bank sends people out to clean up and they dump everything out on the street and they don't know our rules. Maybe we need to find out what bank that is and be sure that bank knows our rules and charge them for cleaning it up. There are currently two messes on Burkhardt that have been there for days. People who work in the city don't have to be Service Department people to report to Jay that there is an issue and a mess that needs to be cleaned up. If we are paying you a salary, then you need to be able to send a simple message to Jay and the Service Department that there is an issue that needs to be taken care of including the Service Department people because they have been doing potholes, so they had to have been working by those places and they still sit there. I've let them sit there for a reason to see how long before somebody that works for and is paid for by the citizens to respond to the mess on the street. If we are paying your salary, we are paying you to be a family of taking care of the city. I don't care what uniform, what tie, what skirt, or what you were, if you work here, you need to care what we look like. Burkhardt Road has been a mess for weeks and I know sometimes when the garbage man doesn't take it they move it back into their yard, and then ticket them. Don't let it continue to fester and look worse and worse and worse as it rains and snows. Thank you.

Mr. Denning: Do we have any dates for Community Clean Up? Are we doing that this year with Republic and all of that? I think that was one of the best things we did last year helping to get the community in general cleaned up. Mr. Carpenter: We are planning on doing that again. We are trying to get a grant to pay for one so we can have two sessions. I don't recall the dates. I don't think they are hard dates at this point. Brock, have you heard? Mr. Taylor: We are looking at April. I want to say it is the 21st, but we are going to move that because there was a grant to get additional dumpsters. We were looking to see if we could do two, but I think we are just going to try and do one big one sometime closer to this summer.

Mr. Fullenkamp: Today is February 1st. It is the first day of Black History Month. In the current environment that we are living in there seems to be a callousness developing about people that aren't like us. There has always been that tension between people that we know, people that we are familiar with, people that look like us, people that go to the same church, people that speak the same language and everything else. I think this country is going down a path right now that I think is reprehensible in some respects. When you think Black History, we like to think that we live in a post-racial society. I know that is not true. People are just a little sneakier about their racism and bigotry today than they were 20-30 years ago when I was a younger person. I want everybody to appreciate what this month means. It is not just about African American people, it's about Muslims, it's about Hispanics, it's about everybody and we need to I think display a little more tolerance and willingness to work together.

The immigrant population has always been incredibly important to the United States. Some of the things I am seeing right now and the fear tactics that are being employed by people at all levels has got to stop. We have to learn to stand up to these folks and maybe wag our finger at them and say no, you are wrong. Let's try to improve these relationships. I'm lucky I have some time to watch streaming video and I don't watch a whole lot of TV, but I have watched some shows recently that kind of give context to this whole problem. If you have the time, watch the show called Blackish. You might not like it, but it is a really good show. Watch the show called Fresh Off

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the Boat. It is about an Asian family that moved to the United States. Almost all science fiction stuff is about tensions between cultures and different people from different galaxies that are different than us. These things give us lessons and give us information. It is not just about a funny show or science fiction and I like science fiction, but there are always lessons in these shows that we can understand and should help us to go forward in a more loving and compassionate manner. The first day and we've got 28 days of this. Be positive and try to make a difference. Thank you.

Ms. Campbell: In answer to Mr. Denning about the dumpsters, I know one person out there that was taking their truck and going all over the City of Dayton towing and hauling junk for \$25.00 and he would take it over to where you guys were holding the dumpsters and dumping it in there. I don't know how you were checking them. I will tell you who he is later, but I think he is in jail right now. Mr. Denning: They check the addresses. Ms. Campbell: He doesn't even have a driver's license that I know of. He was using an old one of his and got caught. Mr. Denning: I just want to make sure we have a community clean up. Deputy Mayor Lommatzsch: There are always going to be people who cheat the system. Mr. Denning: We can't catch them all, but to not have it would be worse for this community. Ms. Campbell: Yeah, if they are using it to clean up our city. Mayor Flaute: We do check the addresses of people bringing it in. Like we said, we can't control whose trash they are bringing in. Ms. Campbell: He lived in Riverside, but he would go out to different places if people needed something hauled off. Mayor Flaute: I wish there was a way to stop him from doing that. Ms. Campbell: He's in jail.

Mayor Flaute: I just have a few things here. I've done two weddings, so hopefully people start getting married more. Hope4Riverside is having a Sock Drive. New socks from toddler to adults will be given to the Mad River School for children who do not have them. Please drop off your donations at Stebbins High School before February 25th where we are going to have community service at 6:00 p.m. It is 6:00-8:00 p.m. at Stebbins High School. It is a community service and Hope4Riverside is putting it on and everyone is invited and I hope that you do come. I went to a Capital Chat downtown and I have all the votes of the State Reps and Senators on major bills for 2017. It was interesting, so if you want to know how your State Legislators are voting I have that information here for you. I went to Sinclair's Strategic Symposium. Manufacturing is alive and well in Montgomery County. Please encourage our young folks to consider manufacturing. You don't have to all go to college. There are good paying jobs in manufacturing and they are here in our community. If you want any more information, let me know. The Appalachian Unsung Hero Award, I talked about that. Dayton Development had their annual meeting last night. Here again are all the great things that are happening in the Miami Valley and you would be amazed at how many good indicators that the Dayton Development Coalition had. It's looking good for the Miami Valley and if you want that information, it is right here.

Lastly, I was honored to be able to go to the 100th Anniversary of the Aerospace Medical Research Lab. They came here due to the BRAC and came from San Antonio and brought in 1,600 new people and built a brand new building. It is really a good place and what we had for dinner was something called a grog. I don't know if any of you folks that are military, I know Mrs. Lommatzsch knew what it was. A grog is a very interesting thing where you mix drinks together and you have 19 rules and if you break one of these rules you have to go and drink from the grog. This one they kept non-alcoholic, but this one was not. I almost had to go to the grog because I clapped instead of pounding my hand on the table. It was an amazing thing and a very memorable thing and we are very pleased to have the Aerospace Medical Research Lab and the Aerospace Medical School out at the Base. They are doing phenomenal things. That's all I have. Anything else?

There were no further comments from Council.

ITEM 18: EXECUTIVE SESSION

- A) Personnel Matter - Section 103.01(d)(1): *Unless the City employee or official requests a public hearing; to consider the appointment, employment, dismissal, discipline, promotion, demotion or***

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compensation of a city employee or official or the investigation of charges or complaints against a City employee or official.

A motion was made by Mr. Denning to enter into executive session. Deputy Mayor Lommatzsch seconded the motion.

A roll call vote was as follows: Mr. Denning, yes; Deputy Mayor Lommatzsch, yes; Ms. Campbell, yes; Mr. Curp, yes; Ms. Fry, yes; Mr. Fullenkamp, yes; and Mayor Flaute, yes. **Motion carried.**

Council entered executive session at 9:00 p.m. and came out of executive session at 9:21 p.m.

ITEM 19: ADJOURNMENT

A motion was made by Mr. Curp to adjourn. Mr. Denning seconded the motion.

There was no discussion on the motion.

All were in favor; none were opposed. **Motion carried.**

The meeting was adjourned at 9:21 p.m.

William R. Flaute, Mayor

Brenna Arnold, Clerk of Council