



CITY COUNCIL REGULAR MEETING AGENDA
Monday, March 24, 2025 at 7:00 PM

15 East Franklin Street Bellbrook, Ohio 45305
T (937) 848-4666 | www.cityofbellbrook.org

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
 - A. Motion to excuse the absence of Mr. Ashley
- 4. APPROVAL OF THE MINUTES**
 - [A.](#) Approval of the March 10, 2025 Regular City Council Meeting Minutes
- 5. MAYOR'S ANNOUNCEMENTS AND SPECIAL GUEST**
 - A. 2024 City activity and accomplishments report presented by City Manager and Staff
- 6. CITIZEN COMMENTS**
- 7. CITIZENS REGISTERED TO SPEAK ON AGENDA ITEMS**
- 8. PUBLIC HEARING OF PROPOSED ORDINANCES**
 - [A.](#) Ordinance No. 2025-O-02 REPEALING IN ITS ENTIRETY AND ENACTING A NEW CHAPTER 440 "COMMERCIAL AND HEAVY VEHICLES" OF TITLE SIX "VEHICLES AND OPERATION" OF PART FOUR "TRAFFIC CODE" OF THE BELLBROOK MUNICIPAL CODE (Havens)
- 9. INTRODUCTIONS OF ORDINANCES**
- 10. ADOPTION OF RESOLUTIONS**
- 11. OLD BUSINESS**
 - [A.](#) Discussion and review of draft Animal Ordinance in preparation of legal review.
- 12. NEW BUSINESS**
- 13. CITY MANAGER'S REPORT**
 - [A.](#) Update on speed and traffic complaints
- 14. COMMITTEE REPORTS**
 - A. Safety Committee
 - B. Service Committee
 - C. Finance/Audit Committee
 - D. Community Affairs Committee
- 15. CITY OFFICIAL COMMENTS**
- 16. EXECUTIVE SESSION**
- 17. ADJOURNMENT**

File Attachments for Item:

A. Approval of the March 10, 2025 Regular City Council Meeting Minutes

RECORD OF PROCEEDINGS

Bellbrook City Council Meeting
March 10, 2025

Item A. Section 4, Item

1. CALL TO ORDER

Mayor Schweller called the Regular Meeting of the Bellbrook City Council to order at 7:00pm

2. PLEDGE OF ALLEGIANCE

Mayor Schweller led the Council in the Pledge of Allegiance.

3. ROLL CALL

PRESENT

Mr. Logan Ashley
Mrs. Katherine Cyphers
Mr. Forrest Greenwood
Mr. Brady Harding
Mr. T.J. Hoke
Mayor Mike Schweller

ABSENT

Mr. Ernie Havens

Motion to Excuse Deputy Mayor Havens.

Motion made by Mr. Hoke, Seconded by Mr. Greenwood.

Voting Yea: Mr. Ashley, Mrs. Cyphers, Mr. Greenwood, Mr. Harding, Mr. Hoke, Mayor Schweller

4. APPROVAL OF THE MINUTES

A. Approval of the February 24, 2025 Regular City Council Meeting minutes.

Mayor Schweller asked if anyone had comments or corrections to the minutes of the February 24, 2025 meeting. Hearing none, the minutes were declared to be approved.

5. MAYOR'S ANNOUNCEMENTS AND SPECIAL GUEST

A. Swearing in of Officer Dakota Cox and Firefighter/Paramedic Christopher Blanken
Mayor Schweller conducted the Oath of Office for Officer Dakota Cox and Firefighter/Paramedic Chrisopher Blanken

Mayor Schweller conducted the Oath of Office for both employees.

Mayor Schweller also welcomed Boy Scout Troop 375 in attendance.

6. CITIZEN COMMENTS

Harold Jeffries 1663 N. Bellview spoke about the recent electric aggregation letter sent to city residents. He noted the rate is increasing and is more than he is paying and didn't understand why the city raised the rate.

RECORD OF PROCEEDINGS

Bellbrook City Council Meeting
March 10, 2025

Item A. Section 4, Item

Mr. Schommer explained the previous rate was attached to a contracted price which expires in May and the new contract rate is higher due to the higher cost of energy delivery. He noted two companies submitted RFP's and the lowest rate was selected. He noted the aggregation rate is lower than the AES utility rate, but encouraged residents to visit energychoice.ohio.gov to make sure they have the best rate for their situation.

Jenn LeClaire spoke about upcoming events and activities of the Community Support Center. She noted the center has moved and is focused on food pantry services. She also noted a community event sponsorship with a night with the Dayton Dragons. Visit the Support Center website for details.

7. CITIZENS REGISTERED TO SPEAK ON AGENDA ITEMS

None

8. PUBLIC HEARING OF PROPOSED ORDINANCES

- A. Ordinance No. 2025-O-04 REPEALING CHAPTER 890 "TAX ABATEMENT PROGRAM" OF TITLE FOUR "TAXATION" OR PART EIGHT "BUSINESS REGULATION AND TAXATION CODE" OF THE BELLBROOK MUNICIPAL CODE IN ITS ENTIRETY AND ENACTING A NEW CHAPTER 890 "TAX ABATEMENT PROGRAM" OF TITLE FOUR OR PART EIGHTY OF THE BELLBROOK MUNICIPAL CODE (Harding)

Mr. Harding Read the Ordinance.

Mayor Schweller opened the public hearing at 7:22 pm

Miss Grant provided a brief presentation and explanation of the Ordinance, noting it would allow an amendment to the existing Community Reinvestment Area to make it more modernized and accessible to residential and business properties in the district.

Mr. Greenwood noted the CRA will help properties downtown, especially for those who rehab or build new construction.

Mayor Schweller asked if anyone present would like to speak in favor or against the proposed Ordinance. Hearing none, he closed the public hearing at 7:26pm

Motion to adopt Ordinance 2025-O-04

Motion made by Mr. Harding, Seconded by Mrs. Cyphers.

Voting Yea: Mr. Ashley, Mrs. Cyphers, Mr. Greenwood, Mr. Harding, Mr. Hoke, Mayor Schweller

Motion carried.

RECORD OF PROCEEDINGS

Bellbrook City Council Meeting
March 10, 2025

Item A. Section 4, Item

9. INTRODUCTIONS OF ORDINANCES

- A. Ordinance No. 2025-O-02 REPEALING IN ITS ENTIRETY AND ENACTING A NEW CHAPTER 440 “COMMERCIAL AND HEAVY VEHICLES” OF TITLE SIX “VEHICLES AND OPERATION” OF PART FOUR “TRAFFIC CODE” OF THE BELLBROOK MUNICIPAL CODE (Ashley)

Mr. Ashley Read the Ordinance.

Mr. Schommer introduced the Ordinance and explained the recommended amendments to the existing Ordinances. He noted there were several public meetings throughout the process of developing this final proposed Ordinance after Council heard and considered input from residents and neighboring businesses. He noted the intent of the change is to create a balance of commercial truck traffic in the community, not to eliminate it.

Mr. Hoke asked about a timeline for enforcement if the Ordinance passed. Mr. Schommer noted that once the Ordinance is adopted after the proper effect period signs and plans will be developed. He estimated approximately 60 days after adoption.

Mr. Greenwood stated this issue is about safety and council listened to the people and many were involved in the development of the Ordinance. He noted safety is involved in everything the city does and feel this Ordinance will be good for the city.

Mr. Hoke noted that no solution is perfect and that the intersection of North Bellbrook and Feedwire is the busiest intersection in the area and hopes this improves the safety there and in downtown.

Mr. Schommer added that during the multiple public meetings, most of the outcry of concern about commercial truck traffic came from residents of Sugarcreek Township, the Greene County engineer, and Sugarcreek Township Trustees; however, they were either not willing or able to address those concerns brought by their residents. He added the County Engineer made note the streets in and around the area managed by the Engineer are not suitable for commercial truck traffic. He noted a hope that the Greene County Engineer and Sugarcreek Township Trustees make an effort to address those concerns that were brought out in the process as City Council has for the concerns in Bellbrook.

Motion to Introduce Ordinance 2025-O-02

Motion made by Mr. Ashley, Seconded by Mr. Hoke.

Voting Yea: Mr. Ashley, Mrs. Cyphers, Mr. Greenwood, Mr. Harding, Mr. Hoke, Mayor Schweller

Motion carried.

RECORD OF PROCEEDINGS

Bellbrook City Council Meeting
March 10, 2025

Item A. Section 4, Item

Mayor Schweller noted the Ordinance will be scheduled for a public hearing on March 24, 2025.

- B. Ordinance 2025-O-05 AMENDING ORDINANCE 2024-O-14 BY MAKING SUPPLEMENTAL APPROPRIATIONS FOR EXPENSES OF THE CITY OF BELLBROOK FOR THE PERIOD BEGINNING JANUARY 1, 2025 AND ENDING DECEMBER 31, 2025, AND DECLARING AN EMERGENCY. (Cyphers)

Mrs. Cyphers read the Ordinance.

Mr. Schommer noted there was a scrivener's error in the language of Section 2 noting it was copied from a previous Supplemental Appropriation Ordinance. He noted the language should read "...and for the further reason that there is a need to provide for required personnel expenses and for the purchase of critical information technology equipment..."

He asked that an amendment for that language would be considered in order to properly read and introduce the Ordinance.

Motion to amend Section 2 to read "...and for the further reason that there is a need to provide for required personnel expenses and for the purchase of critical information technology equipment..."

Motion made by Mr. Hoke, Seconded by Mayor Schweller.

Voting Yea: Mr. Ashley, Mrs. Cyphers, Mr. Greenwood, Mr. Harding, Mr. Hoke, Mayor Schweller

Motion Carried.

Mr. Schommer explained the need for the additional appropriations was to cover the cost of retirement personnel expenses and to provide funding for an existing part time administrative position to cover the transition for the retiring employee. He noted additionally there are funds needed for the purchase of critical Information technology equipment and contract services with the Shared Resource Center council of governments.

Motion to adopt Ordinance 2025-O-05

Motion made by Mrs. Cyphers, Seconded by Mr. Greenwood.

Voting Yea: Mr. Ashley, Mrs. Cyphers, Mr. Greenwood, Mr. Harding, Mr. Hoke, Mayor Schweller

Motion carried.

10. ADOPTION OF RESOLUTIONS

None

11. OLD BUSINESS

- A. Animal Ordinance Review

RECORD OF PROCEEDINGS

Bellbrook City Council Meeting
March 10, 2025

Item A. Section 4, Item

Mayor Schweller noted there is a draft working copy of an amendment to the animal ordinance put together and asked Council to review and be prepared for discussion at the next meeting.

Miss. Grant provided a brief overview of the changes.

Council discussion led to a request to include a definition of small livestock and to address setback for accessory structures to be considered for the next draft.

12. NEW BUSINESS

None

13. CITY MANAGER'S REPORT

Mr. Schommer noted a brief update was a summary of the last week's work through the presented legislation tonight. He added the audit is ongoing and working with the Shared Resource Center to provide some assistance with finance related tasks.

14. COMMITTEE REPORTS

A. Safety Committee
None

B. Service Committee

Mr. Greenwood reported the Service Department is transitioning from winter work to summer work, He noted the department is repairing areas damaged by plowing.

C. Finance/Audit Committee
None

D. Community Affairs Committee
None

15. CITY OFFICIAL COMMENTS

Mr. Ashley noted his appreciation of the increased traffic enforcement. He also asked Mr. Schommer about additional speed limit signs on Little Sugarcreek coming into the City. Mr. Schommer noted it would be up to the County Engineer.

Mr. Schommer also noted the city's new equipment is deployed measuring speed and traffic data and the city's engineering firm is conducting a traffic speed study to determine what methods and design as well as what the appropriate and safest speed for the roadway is.

RECORD OF PROCEEDINGS

Bellbrook City Council Meeting
March 10, 2025

Item A. Section 4, Item

Mr. Greenwood welcomed Firefighter Blanken and Officer Cox and appreciated the Boy Scout troop for attending.

Mr. Harding also thanked the Boy Scout Troop for attending. He also offered congratulations to Jada Weiss for winning State Championship for women's wrestling.

Mr. Hoke also thanked the Boy Scout Troop and noted congrats to Jada Weiss for her accomplishments.

16. EXECUTIVE SESSION

17. ADJOURNMENT

Hearing no further business coming before the Council, Mayor Schweller declared the meeting adjourned at 8:10 pm

File Attachments for Item:

A. Ordinance No. 2025-O-02 REPEALING IN ITS ENTIRETY AND ENACTING A NEW CHAPTER 440 "COMMERCIAL AND HEAVY VEHICLES" OF TITLE SIX "VEHICLES AND OPERATION" OF PART FOUR "TRAFFIC CODE" OF THE BELLBROOK MUNICIPAL CODE (Havens)

**NOTICE
OF
PUBLIC HEARING**



**City Council
Public Hearing**

Monday March 24, 2025 7:00 pm
City Council Chambers 15 E. Franklin Street

**There will be an open Public Hearing by the Bellbrook
City Council regarding Ordinance No.2025-O-02**

A Public Hearing will be held by Bellbrook City Council, regarding Ordinance No.2025-O-02

Ordinance No. 2025-O-02

REPEALING IN ITS ENTIRETY AND ENACTING A NEW CHAPTER 440 "COMMERCIAL AND HEAVY VEHICLES" OF TITLE SIX "VEHICLES AND OPERATION" OF PART FOUR "TRAFFIC CODE" OF THE BELLBROOK MUNICIPAL CODE

Monday March 10, 2025 7:00 pm in the Council Chambers 15 E. Franklin Street.
The public is welcome to attend or send comments to the Clerk of Council at clerk@cityofbellbrook.org. A copy of the Ordinance is attached.

Agenda and additional meeting information available at www.cityofbellbrook.org

Posted 3/11/2025

RECORD OF ORDINANCES

Item A. Section 8, Item

Ordinance No. 2025-O-02

March 24, 2025

City of Bellbrook State of Ohio

Ordinance No. 2025-O-02

REPEALING IN ITS ENTIRETY AND ENACTING A NEW CHAPTER 440 “COMMERCIAL AND HEAVY VEHICLES” OF TITLE SIX “VEHICLES AND OPERATION” OF PART FOUR “TRAFFIC CODE” OF THE BELLBROOK MUNICIPAL CODE

WHEREAS, Article XVIII, Section 3 of the Constitution of the State of Ohio grants municipalities the authority to exercise all powers of local self-government and to enact and enforce local police, sanitary, and other similar regulations that are not in conflict with the general laws; and

WHEREAS, municipal corporations have broad powers and duties with respect to the streets and highways within their limits; and

WHEREAS, the City of Bellbrook previously adopted ordinances relating to commercial and heavy vehicles which have been codified under Chapter 440 of the Bellbrook Municipal Code; and

WHEREAS, The City is primarily a residential community with industrial uses and commercial uses limits of less than 5% of the City; and

WHEREAS, Council has found that commercial and heavy vehicle traffic creates dust, noise, soot, pollution, traffic congestion and road damage that disturb the peace, safety and tranquility of the residents and residential nature of the City; and

WHEREAS, North Main Street and South Main Street were originally designated as traffic routes in 1983; and

WHEREAS, since 1983 much of North Main Street and South Main Street have been developed with multiple new residential neighborhoods that front or have their primary ingress and egress through North and South Main Streets; and

WHEREAS, North Main Street and South Main Street have become primarily residential streets in the primarily residential community of Bellbrook;

WHEREAS, traffic counts reveal that more than three hundred (300) commercial and heavy vehicles traverse North Main Street and South Main Street per day; and

WHEREAS, the residential character of North Main Street and South Main Street and primarily residential uses adjacent to North Main Street and South Main Street are inconsistent with commercial and heavy vehicle traffic; and

WHEREAS, the commercial and heavy vehicle traffic has been increasing and present public safety concerns for the primarily residential traffic on North Main Street and South Main Street; and

RECORD OF ORDINANCES

Item A. Section 8, Item

Ordinance No. 2025-O-02

March 24, 2025

WHEREAS, there are multiple State Routes and interstate highways suitable for commercial and heavy vehicles outside of the City of Bellbrook within Greene County and permissible truck routes such as Franklin Street and Wilmington Pike within the City of Bellbrook that permit intrastate travel without the need for North Main Street and South Main Street to be truck routes;

WHEREAS, Council finds, the placing of restrictions on North Main Street and South Main Street will not discriminate between local and through traffic as all commercial and heavy vehicles are subject to the same regulations and must follow designated truck routes in order to reach their destinations, even when they intend to discharge cargo in the City; and

WHEREAS, Council finds further, the placing of restrictions on North Main Street and South Main Street will not discriminate between local and through traffic because if a destination for commercial and heavy vehicles is located on a street not designated as a designated truck route, commercial and heavy vehicles must still use designated routes to reach such streets; and

WHEREAS, City Council wishes to repeal in its entirety and enact a new Chapter 440 “Commercial and Heavy Vehicles” of Title Six “Vehicles and Operation” of Part Four “Traffic Code” of the Bellbrook Municipal Code.

NOW, THEREFORE, THE CITY OF BELLBROOK HEREBY ORDAINS:

Section 1. Chapter 440 “Commercial and Heavy Vehicles” of Title Six “Vehicles and Operation” of Part Four “Traffic Code” of the Bellbrook Municipal Code is hereby repealed in its entirety and newly enacted as set forth in Exhibit A, which is attached hereto and incorporated herein by reference, with deletions shown by ~~strike through~~ and additions shown by **bold** and underlined.

Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were adopted in an open meeting of this Council, and that any and all deliberations of this Council that resulted in such formal action were in meetings open to the public, in compliance with all legal requirements, including, but not limited to Section 121.22 of the Ohio Revised Code.

PASSED BY City Council this ____ day of ____ 2025.

____ Yeas; ____ Nays.

AUTHENTICATION:

Michael W. Schweller, Mayor

Robert Schommer, Clerk of Council

APPROVED AS TO FORM:

RECORD OF ORDINANCES

Item A. Section 8, Item

Ordinance No. 2025-O-02

March 24, 2025

Stephen McHugh, Municipal Attorney

CHAPTER 440. COMMERCIAL AND HEAVY VEHICLES

Sec. 440.01 Definitions as used in this Chapter

- (a) **“Commercial Truck” means any motor vehicle that has motor power, weighs more than 10,000 pounds unloaded, and is designed and used for carrying merchandise or freight or materials for commercial use.**
- (b) **“Motor Vehicle” means any vehicle, including motor homes and recreational vehicles, that is propelled or drawn by power other than muscular power.**
- (c) **“Trailer” means any vehicle without motive power that is designed or used for carrying property or persons wholly on its own structure and for being drawn by a motor vehicle, and includes any such vehicle that is formed by or operated as a combination of a semitrailer and a vehicle type such as that commonly known as a trailer dolly.**
- (d) **“Truck Route” means a way over certain streets, over and alone which commercial trucks coming and going out of the city must travel.**
- (e) **“Vehicle” means everything on wheels and runners, including motorized bicycles, but does not mean electric personal assistive devices, or low speed micromobility devices.**

Sec. 440.01~~2~~ Load limits.

- (a) *Local thoroughfares.* No person shall drive or operate any **Commercial Truck as defined in Section 402.01** ~~vehicle used for the transportation of goods or property, the gross weight of which, with load, exceeds five tons, upon the streets, highways, bridges and culverts of the Municipality, except on designated and marked truck routes or on state routes. Drivers of such vehicles whose gross weight, with load, exceeds weight limits prescribed by this subsection~~ may deliver or pick up goods or property at places not located on state or truck routes provided such vehicles are only operated by the shortest way possible between the state or truck route and the place of delivery or pick up or as otherwise directed by a police officer.
- (b) *Special permits.* The Chief of Police may, upon application in writing and for good cause shown, issue a special permit in writing authorizing the applicant to operate or move a vehicle or combination of vehicles of a size or weight of vehicle or load exceeding the maximum specified in ORC 5577.05, upon any street or other public place. Any such permit may be issued for a single or round trip or, in special instances, for a certain period of time. The Chief may issue or withhold a permit or, if a permit is issued, may limit or prescribe conditions of operation for a vehicle and require a bond or other security necessary to compensate for any damage to a roadway or road structure. Every such permit shall be carried in the vehicle or combination of vehicles to which it refers and shall be open to inspection by any police officer or other lawful authority. No person shall violate any of the terms of a permit.

(Ord. 71-4, passed 4-12-71; Ord. No. 2016-2 , § 13, 3-14-2016; Ord. No. 2017-2 , § 2, 3-27-2017)

Secs. 440.02~~3~~—440.05. Reserved.

Editor's note(s)—Ord. No. 2016-2 , § 14, adopted March 14, 2016, repealed §§ 440.02—440.05 which pertained to: maximum width, height and length; wheel protectors; vehicles transporting explosives; towing requirements; exception to size and weight restrictions; respectively; and derived from the 1985 Codified Ordinances.

Sec. 440.06 Loads dropping or leaking; tracking mud; removal required.

- (a) No person shall operate any vehicle so as to track mud on any public way or place.
- (b) It shall be the duty of the driver of a vehicle who unlawfully drops or deposits mud or permits the load or any portion thereof to be dropped or deposited upon any public way or place to immediately remove the same or cause it to be removed.

(Ord. No. 2016-2 , § 13, 3-14-2016)

Sec. 440.07, 440.08. Reserved.

Editor's note(s)—Ord. No. 2016-2 , § 14, adopted March 14, 2016, repealed §§ 440.07, 440.08 which pertained to: vehicles with spikes, lugs and chains; occupying travel trailer or manufactured home while in motion; respectively; and derived from the 1985 Codified Ordinances.

Sec. 440.09. Route and load information.

Drivers of vehicles described in this chapter are required, upon request by a police officer, to give full and true information as to the route they are following and the name of the consignor and consignee and place of delivery or removal and the location of any consignment being hauled or goods being removed, and upon a designation by such police officer of a route to be followed, shall immediately adopt and pursue such route.

Sec. 440.10. Shifting load; loose loads.

- (a) In addition to any other lawful requirements of load distribution, no person shall operate any vehicle upon a street or highway unless such vehicle is so laden as to prevent its contents from shifting or otherwise unbalancing the vehicle to such an extent as to interfere with the safe operation of the same.
- (b) No motor vehicle or trailer shall be driven unless the tailboard or tailgate, tarpaulins, chains (except ground or contact chains), ropes, stakes, poles, and the like, or any part of the load, are securely fastened to prevent dangling, flapping, swinging or falling from the side, end or top of the load or body. All projecting cargo shall be properly guarded by a red flag or cloth or a red light or lantern as required by ORC 4513.09, or any substantially equivalent municipal ordinance.

Sec. 440.11. Reserved.

Editor's note(s)—Ord. No. 2016-2 , § 14, adopted March 14, 2016, repealed § 440.11, which pertained to weighing vehicle, removal of excess load and derived from the 1985 Codified Ordinances.

Sec. 440.12. Truck routes.

- (a) *Use by commercial trucks required; exceptions.* Commercial trucks in the City shall be operated only over and along the truck routes established in this section and on other streets over which commercial truck travel is permitted, except as follows:
- (1) *Operation on street of destination.* The operation of commercial trucks upon any street of origin, or where necessary to conduct business at a destination point, provided truck routes are used to or from the nearest intersection to the point of origin or destination, is permitted.
 - ~~(2) *Emergency and public safety vehicles.* The operation of emergency and public safety vehicles upon any street in the City is permitted.~~
 - ~~(3) *Public utilities.* The operation of commercial trucks owned or operated by the City, any public utility or any contractor or materialman, while engaged in the repair, maintenance or construction of streets, street improvements or street utilities in the City, is permitted.~~
 - (4) *Detoured trucks.* The operation of commercial trucks upon any officially established street established as a detour is permitted.
- (b) *Establishment of **Truck** Routes.* There are hereby established in the City the following truck routes (as subject to 440.12(c) of this Section):

(1) Truck Routes for Commercial Trucks with Trailers:

- a. (+) East and West Franklin Street (State Route No. 725);
- ~~(2) South Main Street; ———~~
- ~~(3) North Main Street; and ———~~
- b. (-) Wilmington Pike.

(4) Truck Routes for Commercial Trucks (without trailers):

- a. East and West Franklin Street (State Route No. 725)
- b. Wilmington Pike
- c. North Main Street
- d. South Main Street As Specified:
 - i. North and South bound through and from North Main Street crossing Franklin Street (SR 725)
 - ii. No Commercial Vehicle shall be permitted to turn onto South Main Street from East or West Franklin Street (SR. 725)
 - iii. No Commercial Vehicle shall be permitted to turn from South Main Street onto West or East Franklin Street (SR 725)

(c) *Truck Traffic in the City.*

(1) *Outside origin; outside destination.* All commercial trucks entering the City from points outside the City and proceeding directly to a destination point outside the City shall operate only over designated truck routes.

(2) *Outside origin; inside destination.*

A. *One inside destination point.* All commercial trucks entering the City for a destination point in the City shall proceed only over an established truck route and shall deviate only at the intersection nearest such destination point. Upon leaving such destination point, a deviating commercial truck shall return to the truck route by the shortest permissible route.

B. *Multiple inside destination points.* All commercial trucks entering the City for multiple destination points shall proceed only over established truck routes and shall deviate only at the intersection nearest to the first destination point. Upon leaving such destination point, a deviating commercial truck shall proceed to other destination points by the shortest and most direct course. Upon leaving the last destination point, a deviating commercial truck shall return to a truck route by the shortest permissible route.

(3) *Inside origin.*

(1) *Outside destination point.* All commercial trucks, on a trip originating in the City and traveling through the City to a destination point outside the City, shall proceed by the shortest and most direct course over streets to a truck route as established in this section.

(2) *Inside destination point.* All commercial trucks, on a trip originating in the City and traveling within the City to a destination point in the City, shall proceed only by the shortest and most direct course.

(d) *Signs.* The **Public Safety Director** ~~Police Chief~~ shall cause all truck routes to be clearly posted to give notice that this section is in effect.

(e) *Compliance required.* No person shall drive a commercial truck over any public street in the City, except upon those streets herein designated as truck routes and except upon streets providing the shortest and most direct course between truck routes and origin or designation points, as herein provided.

(f) *Penalty.* Whoever violates or fails to comply with any of the provisions of this section is guilty of a minor misdemeanor. The penalty shall be as provided in [Section 408.01].

(Ord. 83-5, passed 3-14-83)

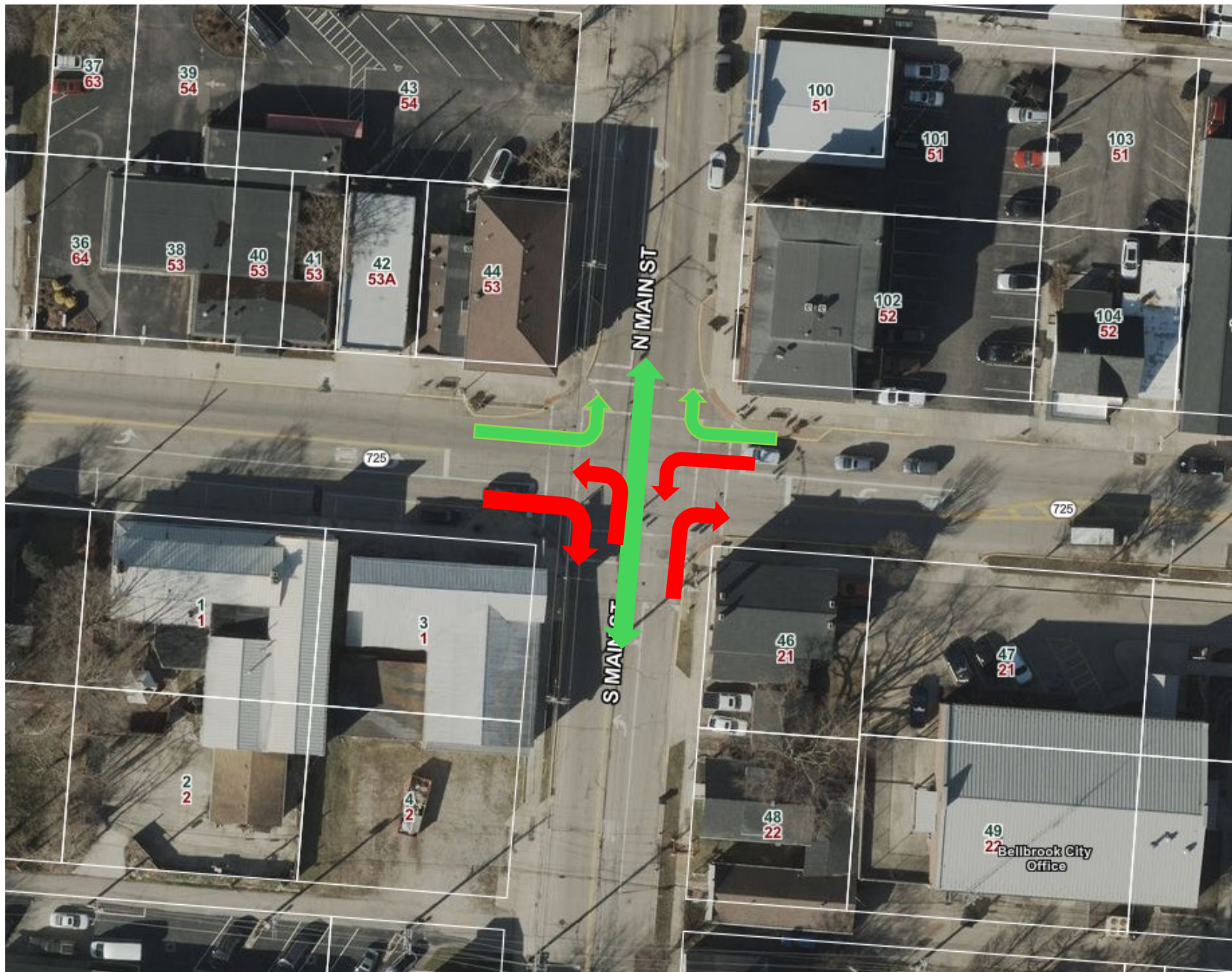
Sec. 440.13. Reserved.

Editor's note(s)—Ord. No. 2016-2 , § 14, adopted March 14, 2016, repealed § 440.13, which pertained to chauffeured limousines and derived from the 1985 Codified Ordinances.

Sec. 440.99. Reserved.

Editor's note(s)—Ord. No. 2016-2 , § 14, adopted March 14, 2016, repealed § 440.99, which pertained to penalty, and derived from the 1985 Codified Ordinance

South and North Main Street Truck Route Designation for Commercial Trucks Without Trailers



South and North Main Street Truck Route Designation for Commercial Trucks With Trailers



File Attachments for Item:

A. Discussion and review of draft Animal Ordinance in preparation of legal review.

CHAPTER 618. ANIMALS¹

Sec. 618.01. Definitions.

For the purpose of this chapter, the following definitions shall apply:

Agricultural animal. The definition of agricultural animal is the same as set forth in Ohio Revised Code Section 903.01 (A), including but not limited to the following text: “any animal generally used for food or in the production of food, including cattle, sheep, goats, rabbits, poultry, and swine; horses; alpacas; llamas; and any other animal included by the director of agriculture by rule. "Agricultural animal" does not include fish or other aquatic animals regardless of whether they are raised at fish hatcheries, fish farms, or other facilities that raise aquatic animals.”

Animal. The definition of animal is the same as set forth in Ohio Revised Code Section 941.01 (D), including but not limited to the following text: “any animal that is a bird, reptile, amphibian, fish, or mammal, other than humans.”

Companion animal. The definition of companion animal is the same as set forth in Ohio Revised Code Section 959.131 (A)(1), including but not limited to the following text: “any animal that is kept inside a residential dwelling and any dog or cat regardless of where it is kept, including a pet store as defined in section 956.01 of the Revised Code. "Companion animal" does not include livestock or any wild animal.”

Domestic animal. The definition of domestic animal is the same as set forth in Ohio Revised Code Section 941.01 (E), including but not limited to the following text: “livestock; other animals that through long association with humans have been bred to a degree resulting in genetic changes affecting the temperament, color, conformation, or other attributes of the species to an extent that makes them different from nondomestic animals of their kind; and other animals as defined by rule by the director.”

Livestock. The definition of livestock is the same as set forth in Ohio Revised Code Section 5739.01 (MM), including but not limited to the following text: “farm animals commonly raised for food, food production, or other agricultural purposes, including, but not limited to, cattle, sheep, goats, swine, poultry, and captive deer. "Livestock" does not include invertebrates, amphibians, reptiles, domestic pets, animals for use in laboratories or for exhibition, or other animals not commonly raised for food or food production.”

Nondomestic animal. The definition of nondomestic animal is the same as set forth in Ohio Revised Code Section 941.01 (G), including but not limited to the following text: “any animal that is not domestic, including at least nonindigenous animals and animals usually not in captivity.”

Pet. The definition of pet is the same as set forth in Ohio Revised Code Section 961.01 (D), including but not limited to the following text: “an animal that has been adapted or tamed to live in intimate association with or for the pleasure or advantage of people and includes but is not limited to dogs, cats, birds, rabbits, and hamsters.” Pets are not considered to be animals used for livestock or agricultural purposes.

¹Cross reference(s)—Driving animals upon roadway, see Secs. 404.05; Animals in parks, see Secs. 1062.08, 1062.09.

Poultry. The definition of poultry is the same as set forth in Ohio Revised Code Section 941.01 (H), including but not limited to the following text: “any domesticated fowl kept in confinement, except for doves and pigeons, that are bred for the primary purpose of producing eggs or meat for human consumption. "Poultry" includes chickens, turkeys, waterfowl, and game birds.”

Service animal. The definition of service animal is the same as set forth in Ohio Revised Code Chapter 3344-79 Rule 3344-79-02 (A) (2), including but not limited to the following text: “any dog individually trained to do work or perform tasks for the benefit of an individual with a disability, including a physical, sensory, psychiatric, intellectual, or other mental disability and meets the definition of "service animal" under the Americans with Disabilities Act ("ADA") regulations at 28 CFR 35.104. The work or tasks performed must be directly related to the individual's disability.”

Small livestock. Small livestock is defined as rabbits and poultry species, excluding roosters, geese, peafowl, turkeys, ostriches, and emu.

Secs. 618.01, 618.02. Reserved.

Editor's note(s)—Ord. No. 2016-6 , § 3, adopted July 11, 2016, repealed §§ 618.01, 618.02 which pertained to: dogs and other animals running at large; nuisance, dangerous and vicious dogs; hearings; abandoning animals; respectively; and derived from the 1985 Codified Ordinances.

Sec. 618.03—618.06. Reserved.

Sec. 618.07. Barking or howling dogs Nuisance animal noises.

- (a) No person shall keep or harbor any **dog animal** within the Municipality which, by frequent and habitual barking, howling or yelping, creates unreasonably loud and disturbing noises of such a character, intensity and duration as to disturb the peace, quiet and good order of the Municipality. Any person who allows any **dog animal** habitually to remain or be lodged or fed within any dwelling, building, yard or enclosure, which he or she occupies or owns, shall be considered to be harboring such **dog animal**.
- (b) No person shall be convicted under division (a) of this section unless the noises created by such **dog animal** are **is** heard or detected by at least one or more residents in the vicinity or a City police officer.
- (c) Whoever violates this section is guilty of a minor misdemeanor.

Secs. 618.08—618.11. Reserved.

Editor's note(s)—Ord. No. 2016-6 , § 3, adopted July 11, 2016, repealed §§ 618.08, 618.09, 618.095, 618.10, 618.11 which pertained to: registration of dogs required; hindering capture of unregistered dog; dogs required to wear tags; unlawful tags; rabies quarantine; respectively; and derived from the 1985 Codified Ordinances and Ord. Ord. 80-15, passed 10-13-80.

Sec. 618.12. Hunting prohibited.

- (a) The hunting of animals or fowl within the Municipality is prohibited. No person shall hunt, kill or attempt to kill any animal or fowl by the use of firearms or any other means. However, nothing in this section shall be deemed to prohibit the killing of rats and other undesirable rodents authorized to be killed by the Chief of Police using means for such killing which are also authorized by the Chief.
- (b) Whoever violates this section is guilty of a minor misdemeanor.

Sec. 618.13. Nuisance conditions prohibited.

- (a) No person shall harbor, keep or maintain an animal in such a manner as to be injurious to the health, comfort or property of individuals or the public.
- (b) No owner, keeper or harbinger of any dog or animal approved and/or licensed by the Ohio Department of Natural Resources shall fail at any time to do either of the following:
 - (1) Keep the animal physically confined or restrained upon the premises of the owner, keeper or harbinger by a leash, tether, adequate fence, supervision or secure enclosure to prevent escape.
 - (2) Keep the animal under the reasonable control of some person.
- (c) Subject to division (a) of this section, and without in any way limiting the applicability thereof, any of the following acts committed in connection with the harboring, keeping or maintaining of an animal shall constitute maintenance of a public nuisance and is hereby prohibited:
 - (1) Permitting offensive or obnoxious odors to be released and carried to the property of another; or
 - (2) Permitting ~~loud, offensive and regularly~~ repeated barking, ~~or~~ howling **or unreasonably loud and disturbing noises** by an ~~dog~~ **animal**.
- (d) Any violation of ORC Chapter 955 within six months of a previous violation thereof shall be a prima-facie violation of this section.
- (e) The Municipal Attorney may proceed by civil action in any court of record to obtain an abatement order under this section.
- (f) Whoever violates any of the provisions of this section is guilty of maintaining a public nuisance, a misdemeanor of the fourth degree. The penalty shall be as provided in ORC Chapter 2929. In addition to imposing the appropriate punishment the court shall order such nuisance to be abated.

(Ord. 78-16, passed 4-24-78; Ord. 99-10, passed 8-9-99; Ord. No. 2014-6 , § 1, 9-8-2014; Ord. No. 2017-3 , § 1, 3-27-2017)

Sec. 618.14. Impounding and redemption.

A police officer or Animal Warden contracted with or hired by the Municipality, or any other person appointed by the Manager, may pick up and impound any dog, licensed or unlicensed, or any other animal found running at large on any street or on any public or private property within the Municipality. Such officer, Animal Warden or other person shall have the right to go onto private property to capture the dog or other animal. The dog or other animal shall be released to the owner or to the person entitled to the possession of the same upon payment by the owner or such other person to the Municipality of a pick-up fee of ten dollars (\$10.00) for the first offense and twenty-five dollars (\$25.00) for each offense thereafter. If the dog has been placed in the County Dog Pound, the owner shall also be required to pay charges assessed by the County.

(Ord. 78-17, passed 4-24-78)

Sec. 618.15. Certain animals prohibited.

- (a) No person shall keep within the Municipality any ~~horse, cow, pig, goat, or chicken~~ **agricultural animal or livestock, nor any animal used for agricultural or livestock purposes**, on any parcel of property, except in agricultural zoning districts on parcels **with a minimum** of five acres **or as provided in the Bellbrook Zoning Code Article 18 Section 18.41 – Small livestock**.

(b) Whoever violates this section is guilty of a minor misdemeanor.

(Ord. 2007-4, passed 8-27-07; Ord. 2010-7, passed 9-13-10)

Sec. 618.16. Dead animals.

(a) When any animal dies in the possession of any person in the Municipality, no such person shall fail to remove such animal or cause the same to be removed outside the limits of the Municipality or to be buried, so that the same does not corrupt the air or cause any injury to the health of any other person in the Municipality.

(b) Whoever violates this section is guilty of a minor misdemeanor.

(Ord. 118, passed 2-19-36; Ord. 74-38, passed 11-11-74)

Secs. 618.17, 618.18. Reserved.

Editor's note(s)—Ord. No. 2016-6 , § 3, adopted July 11, 2016, repealed §§ 618.17, 618.18 which pertained to: dogs with blind, deaf or hearing impaired, or mobility impaired person, or trainer with assistance dog; animal fights; respectively; and derived from the 1985 Codified Ordinances.

Sec. 618.19. Dangerous, wild and undomesticated animals or pets prohibited.

(a) For the purposes of this section, a household pet is a dog, cat or other species of animal, fish, fowl, amphibian or reptile which is normally deemed to be tame and domesticated or which is commonly kept as a pet inside a residence.

(b) A wild, dangerous or undomesticated animal is an animal that is not defined as a household pet and that would be ordinarily confined to a zoo, farm or the wilderness, or that otherwise causes fear to the general public.

(c) No person shall harbor, maintain or control a wild, dangerous or undomesticated animal within the City.

(d) Whoever violates this section is guilty of a misdemeanor of the fourth degree.

(Ord. 2007-4, passed 8-27-07)

Sec. 618.20. Reserved.

Editor's note(s)—Ord. No. 2016-6 , § 3, adopted July 11, 2016, repealed § 618.20, which pertained to dangerous and vicious dogs, and derived from the 1985 Codified Ordinances.

Sec. 618.21. Beekeeping.

The keeping of bees in residential areas is permitted under the following conditions:

(a) Definitions.

(1) *Bee* means any stage of any species of the genus *Apis*.

(2) *Hive* means any modern frame hive, box hive, box, barrel, log gum, skep or any other natural or artificial receptacle, or any part thereof, that may be used as a domicile for bees.

- (3) *Colony* means any hive and its equipment, including bees, combs and brood.
- (4) *Equipment* means any used hives or parts thereof, used frames, used honey houses, used tools, used machines, or used devices employed in the handling or manipulation of bees, honey, or beeswax, or any used container for honey or beeswax.
- (5) *Swarm* means a population of bees that is not permanently established.
- (6) *Beekeeper* means the person who takes care of and/or registers the apiary where the honey bee colonies are kept.
- (b) In order to have beekeeping privileges within the City, all beekeepers are required to maintain and register their hives as set forth in ORC Chapter 909 Apiaries.
- (c) All beekeepers are required to register with the City, setting forth the location of their hives and number of colonies of bees.
- (d) Any lot used for beekeeping must have a minimum size of 14,000 square feet. There shall be no more than two hives established on any lot used for beekeeping, except two additional temporary hives are allowed for hive separation or new swarm establishment purposes. Such temporary hives shall be removed from the property within two weeks.
- (e) Hives shall be placed in the rear yard of the property and in no case shall the hives be closer than 30 feet from a public or private street, sidewalk or roadway. In no case shall the hives be closer than 25 feet to an abutting property line.
- (f) A fresh water source shall be maintained within 15 feet of the hives.
- (g) The owner of the hive(s) must be a resident in a dwelling located on the same lot on which the hive(s) are registered. Hives are only permitted on lots with single family residential units located on them.
- (h) The maintenance of each colony shall meet the following conditions:
- (1) Colonies shall be maintained in readily movable frame hives.
 - (2) Each hive must conspicuously display the Apiary Identification Number assigned pursuant to ORC Chapter 909 on no less than the base and the box. The identification number shall be on a side that is visible without moving or lifting of said hive.
 - (3) Adequate space shall be maintained in the hive to prevent overcrowding and swarming.
 - (4) Colonies shall be re-queened following any swarming or aggressive behavior or seized and destroyed without remuneration.
- (i) A certificate or permit providing the privilege to keep bees within the City may be provided by the City to a beekeeper once it is established that the necessary requirements outlined in this section are satisfied.
- (j) (1) Beekeeping privileges may be revoked from any property by written notification to the property owner by the City. Revocation must be done with cause, however, the cause needs not to be the fault of the beekeeper, nor be a factor that is under the control of the beekeeper. The City may revoke beekeeping privileges for any condition or combination of circumstances that jeopardizes, endangers or otherwise constitutes an actual, potential or perceived menace to public health or safety. Once beekeeping privileges have been revoked on a particular property, such privilege may be reestablished only upon written request. Additionally, a permit or certificate may be revoked by the City due to a failure to satisfy any of the requirements of this section.
- (2) A perceived menace to public health may also include, but is not limited to:

- A. Written documentation over a medical doctor's signature certifying that the medical condition caused by bee stings to a resident of an abutting property would constitute a higher than normal health hazard will constitute sufficient cause to withdraw beekeeping privileges from any specific property.
 - B. Abnormally aggressive behavior by bees defending their hive beyond the property lines may constitute sufficient cause to withdraw beekeeping privileges from any specific property.
- (k) The City may revoke a beekeeper's privilege to maintain hives within the City by revoking the beekeeper's permit or certificate. If such revocation occurs, the permit holder will be given an opportunity for a hearing before the City Council to determine whether cause exists for revoking the beekeeping privileges.

(Ord. 2010-7, passed 9-13-10)

This Section outlines the requirements for keeping small livestock, as defined by the Bellbrook Municipal Code Chapter 618 Section 618.01.

The keeping of small livestock is permitted, provided the following criteria are met:

- (A) A zoning permit is required by the City of Bellbrook. No person shall keep any small livestock without first having obtained a permit from the Community Development Administrator.
- (B) The principal use of the lot is a single-family residential dwelling.
- (C) No person shall keep roosters, geese, peafowl, turkeys, ostriches, or emu.
- (D) Allowed densities for keeping any combination of small livestock animals shall be as follows:
 - (1) Lots smaller than 0.5 acres: no more than four (4) small livestock animals
 - (2) Lots 0.5 acre to less than 1.0 acre: no more than six (6) small livestock animals
 - (3) Lots 1.0 acres to less than 2.5 acres: no more than twelve (12) small livestock animals
 - (4) Lots 2.5 acres to less than 5.0 acres: no more than twenty (20) small livestock animals
- (E) It shall be unlawful to keep more animals than the lot size allows.
- (F) All small livestock shall be provided with an outdoor, covered, predator-proof sheltering structure, which shall be kept in sound and usable conditions. The sheltering structure shall be thoroughly ventilated, designed to be easily accessed and cleaned, and of sufficient size to permit free movement of the animals.
- (G) The sheltering structure must be located at least 8 feet from any property line.
- (H) Any outdoor sheltering structure must be in the property's defined rear yard. Structures or appurtenances for keeping small livestock animals may not be in a front or side yard.
- (I) There shall be no more than one (1) sheltering structure on the property.
- (J) All feed must be stored in a rodent-proof container, and animals must not be fed in a manner likely to attract rodents, such as dispersing the feed on the ground.
- (K) Unless attended by a keeper, all small livestock animals shall be kept in an outdoor sheltering structure at all times, and the sheltering structure must be within a fully enclosed fenced yard. No small livestock shall be allowed to roam "at large" in the city. See Sec. 618.14. - Impounding and redemption.
- (L) Keeping small livestock pursuant to this Section shall be strictly for personal or household use rather than for any commercial use. The sale of animal products in residentially zoned districts, including but not limited to meat, eggs, and fur, shall be prohibited.
- (M) Small livestock animals may be slaughtered and butchered on-site of the property, where they are kept only inside the primary structure and otherwise out of public view. All waste must be bagged and disposed of with household trash to prevent nuisance and health hazards.
- (N) Manure from small livestock must be disposed of in one of the following manners:

- (1) Household trash collection: Manure must be bagged, placed in a waterproof container, and disposed of with household trash.
- (2) Composted and applied on-site: Manure must be kept in a rodent-proof container designed to limit odors. The containers must be located in the property's defined rear yard at least 8 feet from any property line. Finished compost may be applied on-site.
- (3) Directly applied on-site: Manure applied directly on-site must be done in a way that prevents nuisance and polluted stormwater runoff.
- (O) Notwithstanding compliance with the requirements of this Section, small livestock shall not be kept in such a manner or of such disposition as to cause any unhealthy condition, interfere with the normal use and enjoyment of human or animal life of others or interfere with the normal use and enjoyment of any public property or property of others. Small livestock shall be kept only in conditions that limit odors and noise and the attraction of insects and rodents so as not to cause a nuisance to occupants of nearby buildings or properties and not to cause health hazards. See Sec. 618.13. - Nuisance conditions prohibited.
- (P) The person keeping small livestock is responsible for being aware of and abiding by all applicable local, state, or federal requirements, including but not limited to the Ohio Department of Agriculture's Ohio Livestock Care Standards and private deed or covenant restrictions.

File Attachments for Item:

A. Update on speed and traffic complaints

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Classification Standards.....1

Existing Conditions – Little Sugarcreek Road1

- Limits of Investigation
- Connecting Roadways
- Lane Width
- Inside Shoulder Width
- Outside Shoulder Width
- AADT
- Divided/Undivided Roadway
- Access
- Qualitative Description (Urban)

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Appendix 3

Classification Standards

FHWA's *Highway Functional Classification: Concepts, Criteria and Procedures (2023 Edition)* was referenced as the guidelines for all roads and highways. Table 3-6 from the FHWA guide is provided in the **Appendix** and includes specifications and qualitative descriptions for Collector vs. Load roads.

Existing Conditions – Little Sugarcreek Road

Limits of Investigation

Currently, Little Sugarcreek Road is classified as an Urban Local Road. The limits of Little Sugarcreek Road within the City of Bellbrook extend from SR-725 (Franklin Street, an Arterial in the City) to Terrace Creek (Local). For this investigation, the limits of potential reclassification should be extended to Feedwire Road (Arterial/Major Collector) in Sugarcreek Township. The total length of the corridor between SR-725 and Feedwire Road is approximately 1.84 miles.

Connecting Roadways

There are nine connecting roadways between SR-725 and Feedwire Road. All nine of these existing roads link small to large single-family home communities to Little Sugarcreek Road. The names of the connecting roads from North to South are as follows:

- Sugar Ridge Blvd.
- Eagle Stone Dr.
- Clear Brook Dr.
- Murphy's Crossing
- Possum Run Rd.
- Glenwood Way
- Terrace Creek
- Sable Ridge Dr.
- Vineyards Way

There are also additional single-family homes connected directly to Little Sugarcreek Road between SR-725 and Feedwire Road.

Lane Width

The LJB team used existing aerial mapping data and performed field measurements to determine that lane widths along Little Sugarcreek Road between SR-725 and Feedwire Road vary between 11 feet and 12 feet. Per FHWA Table 3-6, lane widths required for either a Major or Minor Collector Road must be 10 feet to 12 feet.

Inside Shoulder Width

FHWA does not require any width of inside shoulder be provided with respect to both Major and Minor Collector Roads. There are currently no existing inside shoulders on Little Sugarcreek Road.

Outside Shoulder Width

Utilizing existing aerial mapping data and then verifying through field measurements, LJB determined existing shoulder widths along Little Sugarcreek Road between SR-725 and Feedwire Road vary between 1 foot and 2 feet. As defined in FHWA Table 3-6, required outside shoulder widths for either a Minor or Major Collector are 1 foot to 4 feet and 1 foot to 6 feet, respectively.

AADT

LJB collected traffic counts on February 25, 2025, along Little Sugarcreek Road within the City of Bellbrook limits. The resulting AADT was 2,950—well above the minimum required AADT for a Major or Minor Collector. As depicted in Table 3-6, FHWA guidelines for Minor or Major Collectors indicate that urban AADT values should be within 1,100 to 6,300 VPD.

Divided/Undivided Roadway

FHWA does not require for Minor or Major Collectors to be divided; Little Sugarcreek Road is currently undivided.

Access

FHWA does not require restricted access for Minor or Major Collectors; access along Little Sugarcreek Road is currently uncontrolled.

Qualitative Description (Urban)

Little Sugarcreek Road serves to distribute trips from the residential areas connected to the corridor and along the corridor to the arterial roadways to the north (Feedwire Road) and the south (Franklin Street) located at either end of the 1.84-mile-long corridor. In addition, the corridor serves as a through route for traffic between the City of Bellbrook and the Cornerstone Development and other commercial developments to the northwest of the City.

Using the descriptions provided in FHWA Table 3-6, Little Sugarcreek Road carries regional through traffic and does not meet the description of an Urban Local Road. Current characteristics of Little Sugarcreek Road more closely match the descriptions of the Minor or Major Collectors as specified in Table 3-6.

Conclusions

Preliminary investigation of Little Sugarcreek Road indicates that the road has grown beyond its current classification as a Local Road. Specifications within FHWA Table 3-6 currently detail that the road will very likely meet most of the Minor Collector or Major Collector qualification requirements. Based on FHWA guidance, observed and understood corridor characteristics, and traffic data, our analysis indicates that Little Sugarcreek Road should be reclassified as a Minor Collector.

Appendix

Table 3-6: VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

Collectors:	Major Collector ²	Minor Collector ²	Local
Typical Characteristics			
Lane Width	10 feet - 12 feet	10 - 11 feet	8 feet - 10 feet
Inside Shoulder Width	0 feet	0 feet	0 feet
Outside Shoulder Width	1 foot - 6 feet	1 foot - 4 feet	0 feet - 2 feet
AADT ¹ (Rural)	300 - 2,600	150 - 1,110	15 - 400
AADT ¹ (Urban)	1,100 - 6,300 ²	1,100 - 6,300 ²	80 - 700
Divided/Undivided	Undivided	Undivided	Undivided
Access	Uncontrolled	Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)¹			
Rural System			
Mileage Extent for Rural States ³	8% - 19%	3% - 15%	62% - 74%
Mileage Extent for Urban States	10% - 17%	5% - 13%	66% - 74%
Mileage Extent for All States	9% - 19%	4% - 15%	64% - 75%
VMT Extent for Rural States ³	10% - 23%	1% - 8%	8% - 23%
VMT Extent for Urban States	12% - 24%	3% - 10%	7% - 20%
VMT Extent for All States	12% - 23%	2% - 9%	8% - 23%
Urban System			
Mileage Extent for Rural States ³	3% - 16%	3% - 16% ²	62% - 74%
Mileage Extent for Urban States	7% - 13%	7% - 13% ²	67% - 76%
Mileage Extent for All States	7% - 15%	7% - 15% ²	63% - 75%
VMT Extent for Rural States ³	2% - 13%	2% - 12% ²	9% - 25%
VMT Extent for Urban States	7% - 13%	7% - 13% ²	6% - 24%
VMT Extent for All States	5% - 13%	5% - 13% ²	6% - 25%
Qualitative Description (Urban)	<ul style="list-style-type: none"> • Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for significant distances • Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile 	<ul style="list-style-type: none"> • Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often only for a short distance • Distribute and channel trips between local streets and arterials, usually over a distance of less than three-quarters of a mile 	<ul style="list-style-type: none"> • Provide direct access to adjacent land • Provide access to higher systems • Carry no through traffic movement
Qualitative Description (Rural)	<ul style="list-style-type: none"> • Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas • Link these places with nearby larger towns and cities or with arterial routes • Serve the most important intra-county travel corridors 	<ul style="list-style-type: none"> • Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of a minor collector • Provide service to smaller communities not served by a higher-class facility • Link locally important traffic generators with their rural hinterlands 	<ul style="list-style-type: none"> • Serve primarily to provide access to adjacent land • Provide service to travel over short distances as compared to higher classification categories • Constitute the mileage not classified as part of the arterial and collectors systems

1- Ranges in this table are derived from 2011 HPMS data.

2- Information for Urban Major and Minor Collectors is approximate, based on a small number of States reporting.

3- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban areas.

SMARTstat™ Analysis Report

Little Sugarcreek Road

Tue Mar 11, 2025 14:11
to Wed Mar 19, 2025 10:05

File: 02260009.csv

Date Created: Monday, March 24, 2025

Generator: 1.00.005 (01700106)

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Summary

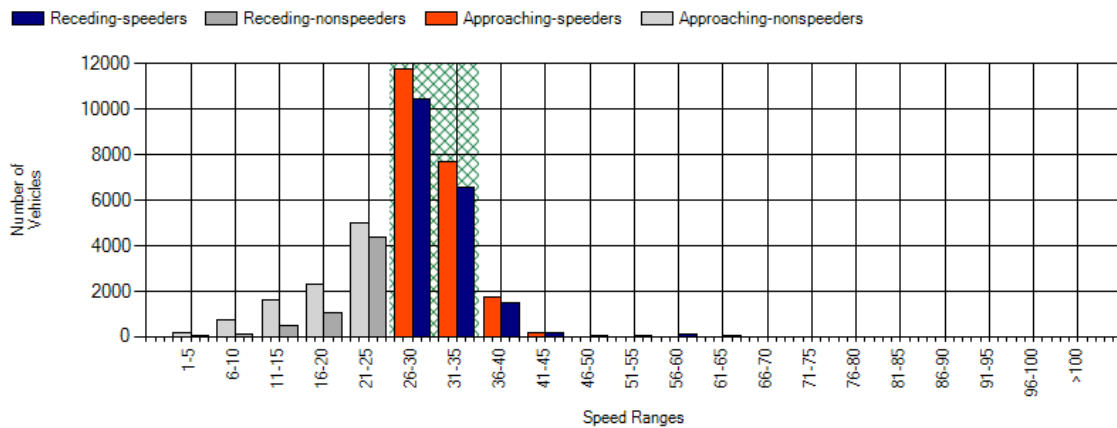
Study Summary for file 02260009.csv

Traffic Analysis Report

Result Description		
File:	02260009.csv	
Study Title:	Little Sugarcreek Road	
Study Run Dates:	2025/03/11 14:11:52 to 2025/03/19 10:05:00	
Total Study Time:	7 Days 19 Hours 53 Minutes	
Study Download Time:	2025/03/20 10:08:59	
Study Location:	Little Sugarcreek Road at McGee Park	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	56361	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	40383	
Approaching Traffic	# of Vehicles:	31203
	# of Speeders:	21356
	Maximum Speed:	67 mph
	Average Speed:	26 mph
	Median Speed:	28 mph
	85th Percentile Speed:	33 mph
	10 MPH Pace:	26 to 35 mph
Receding Traffic	# of Vehicles:	25158
	# of Speeders:	19027
	Maximum Speed:	81 mph
	Average Speed:	28 mph
	Median Speed:	28 mph
	85th Percentile Speed:	33 mph
	10 MPH Pace:	26 to 35 mph

Volume - Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

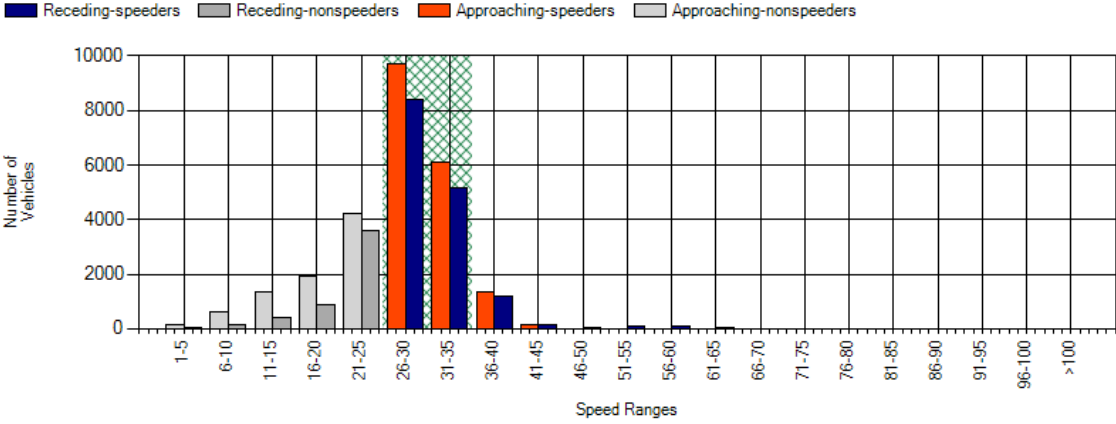


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	148	735	1642	2320	5002	11746	7706	1719	174	6	4
% of Total Approaching	0.47%	2.36%	5.26%	7.44%	16.03%	37.64%	24.70%	5.51%	0.56%	0.02%	0.01%
Receding Total Volume	25	146	515	1058	4387	10451	6573	1519	198	38	82
% of Total Receding	0.10%	0.58%	2.05%	4.21%	17.44%	41.54%	26.13%	6.04%	0.79%	0.15%	0.33%
Total Volume	173	881	2157	3378	9389	22197	14279	3238	372	44	86
% of Total Volume	0.31%	1.56%	3.83%	5.99%	16.66%	39.38%	25.33%	5.75%	0.66%	0.08%	0.15%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Total Volume	0	0	1	0	0	0	0	0	0	0	31203
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	96	49	14	4	2	1	0	0	0	0	25158
% of Total Receding	0.38%	0.19%	0.06%	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	96	49	15	4	2	1	0	0	0	0	56361
% of Total Volume	0.17%	0.09%	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekday Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekdays. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

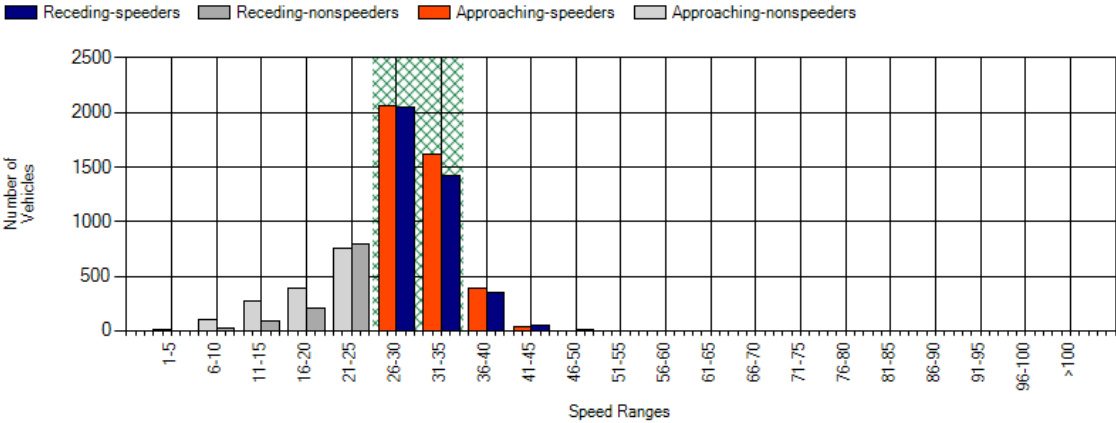


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	134	632	1374	1934	4247	9683	6094	1324	140	4	3
% of Weekday Approaching	0.52%	2.47%	5.37%	7.56%	16.61%	37.87%	23.83%	5.18%	0.55%	0.02%	0.01%
% of Total Weekday	0.29%	1.38%	3.01%	4.23%	9.29%	21.18%	13.33%	2.90%	0.31%	0.01%	0.01%
% of Total Approaching	0.43%	2.03%	4.40%	6.20%	13.61%	31.03%	19.53%	4.24%	0.45%	0.01%	0.01%
Receding Weekday Volume	22	123	420	854	3587	8399	5148	1171	150	30	81
% of Weekday Receding	0.11%	0.61%	2.08%	4.24%	17.80%	41.69%	25.55%	5.81%	0.74%	0.15%	0.40%
% of Total Weekday	0.05%	0.27%	0.92%	1.87%	7.85%	18.37%	11.26%	2.56%	0.33%	0.07%	0.18%
% of Total Receding	0.09%	0.49%	1.67%	3.39%	14.26%	33.39%	20.46%	4.65%	0.60%	0.12%	0.32%
Weekday Volume	156	755	1794	2788	7834	18082	11242	2495	290	34	84
% of Weekday Volume	0.34%	1.65%	3.92%	6.10%	17.14%	39.55%	24.59%	5.46%	0.63%	0.07%	0.18%
% of Total Volume	0.28%	1.34%	3.18%	4.95%	13.90%	32.08%	19.95%	4.43%	0.51%	0.06%	0.15%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekday Volume	0	0	1	0	0	0	0	0	0	0	25570
% of Weekday Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	94	47	14	4	2	1	0	0	0	0	20147
% of Weekday Receding	0.47%	0.23%	0.07%	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.21%	0.10%	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.37%	0.19%	0.06%	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekday Volume	94	47	15	4	2	1	0	0	0	0	45717
% of Weekday Volume	0.21%	0.10%	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.17%	0.08%	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekend Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekends. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

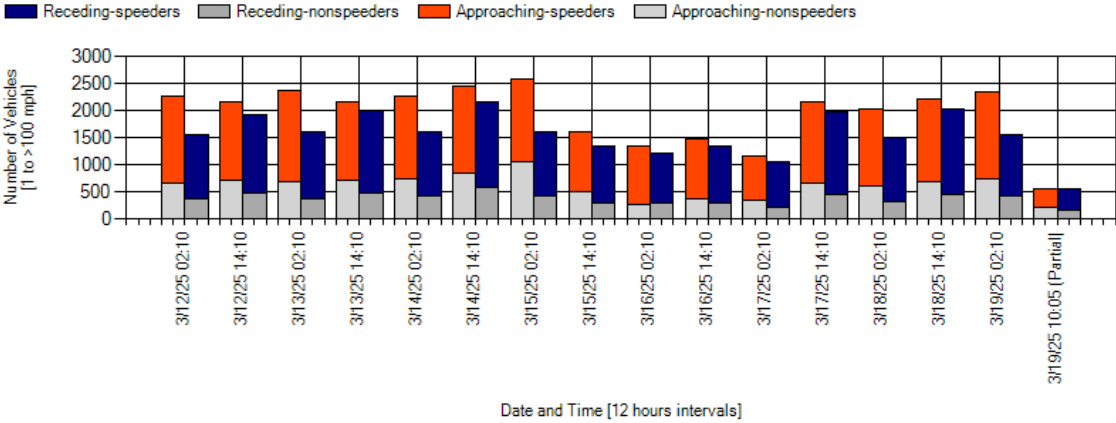


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	14	103	268	386	755	2063	1612	395	34	2	1
% of Weekend Approaching	0.25%	1.83%	4.76%	6.85%	13.40%	36.62%	28.62%	7.01%	0.60%	0.04%	0.02%
% of Total Weekend	0.13%	0.97%	2.52%	3.63%	7.09%	19.38%	15.14%	3.71%	0.32%	0.02%	0.01%
% of Total Approaching	0.04%	0.33%	0.86%	1.24%	2.42%	6.61%	5.17%	1.27%	0.11%	0.01%	0.00%
Receding Weekend Volume	3	23	95	204	800	2052	1425	348	48	8	1
% of Weekend Receding	0.06%	0.46%	1.90%	4.07%	15.96%	40.95%	28.44%	6.94%	0.96%	0.16%	0.02%
% of Total Weekend	0.03%	0.22%	0.89%	1.92%	7.52%	19.28%	13.39%	3.27%	0.45%	0.08%	0.01%
% of Total Receding	0.01%	0.09%	0.38%	0.81%	3.18%	8.16%	5.66%	1.38%	0.19%	0.03%	0.00%
Weekend Volume	17	126	363	590	1555	4115	3037	743	82	10	2
% of Weekend Volume	0.16%	1.18%	3.41%	5.54%	14.61%	38.66%	28.53%	6.98%	0.77%	0.09%	0.02%
% of Total Volume	0.03%	0.22%	0.64%	1.05%	2.76%	7.30%	5.39%	1.32%	0.15%	0.02%	0.00%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekend Volume	0	0	0	0	0	0	0	0	0	0	5633
% of Weekend Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekend Volume	2	2	0	0	0	0	0	0	0	0	5011
% of Weekend Receding	0.04%	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekend Volume	2	2	0	0	0	0	0	0	0	0	10644
% of Weekend Volume	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

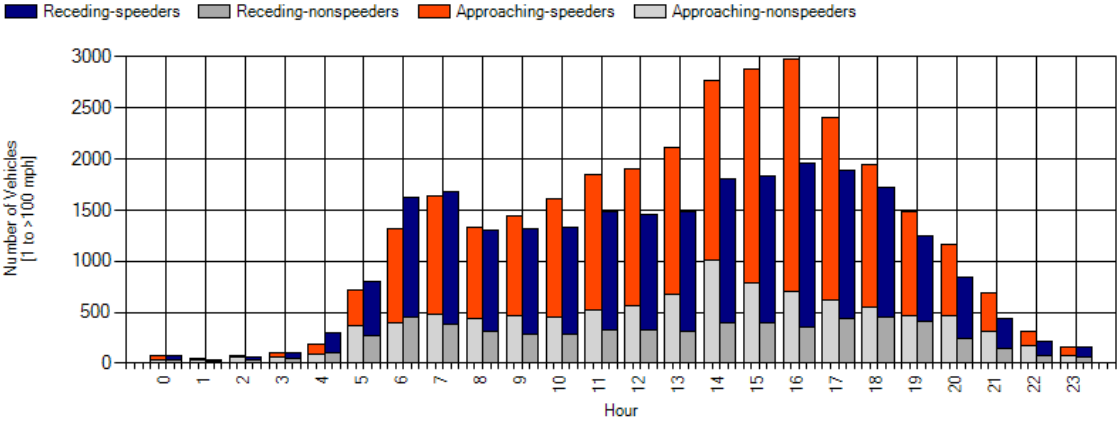
Volume - By Time

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Volume - By Hour

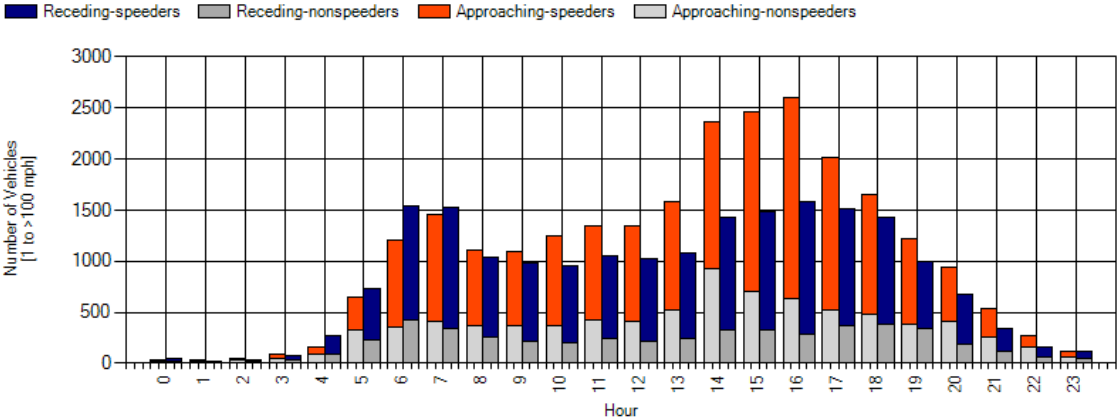
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	77	43	25	38	24	29
0	Receding	72	44	26	44	26	29
1	Approaching	52	19	22	40	22	28
1	Receding	41	22	26	40	26	29
2	Approaching	76	19	20	35	20	27
2	Receding	57	29	25	43	25	30
3	Approaching	105	42	22	38	22	27
3	Receding	99	54	25	40	25	30
4	Approaching	185	91	25	52	24	32
4	Receding	296	195	27	76	27	34
5	Approaching	721	347	24	42	23	30
5	Receding	808	541	27	61	27	31
6	Approaching	1320	917	27	41	26	32
6	Receding	1625	1171	27	67	27	32
7	Approaching	1641	1157	28	53	27	33
7	Receding	1674	1291	28	64	29	34
8	Approaching	1337	901	28	46	26	33
8	Receding	1302	992	29	61	28	34
9	Approaching	1442	974	28	45	26	33
9	Receding	1316	1029	29	72	29	34
10	Approaching	1607	1148	28	43	27	34
10	Receding	1329	1045	29	69	29	34
11	Approaching	1847	1330	29	45	27	34
11	Receding	1480	1147	29	63	29	34
12	Approaching	1902	1334	28	67	27	34
12	Receding	1463	1142	29	76	28	34
13	Approaching	2117	1439	28	45	27	33
13	Receding	1485	1170	29	81	29	34
14	Approaching	2773	1761	27	51	26	32
14	Receding	1810	1418	29	73	29	34
15	Approaching	2874	2086	28	44	27	33
15	Receding	1834	1443	29	68	29	35
16	Approaching	2981	2278	29	44	28	34
16	Receding	1956	1607	29	68	29	34
17	Approaching	2402	1778	28	45	27	33
17	Receding	1888	1448	29	70	28	34
18	Approaching	1951	1400	28	43	27	33
18	Receding	1721	1275	28	54	27	33
19	Approaching	1479	1019	28	44	26	33
19	Receding	1245	835	27	55	27	31
20	Approaching	1163	692	27	47	25	32
20	Receding	846	607	28	62	27	32
21	Approaching	683	369	25	44	24	31
21	Receding	441	291	26	41	26	30
22	Approaching	312	135	24	48	23	32
22	Receding	210	130	27	44	26	31
23	Approaching	156	77	24	40	23	30
23	Receding	160	101	27	46	27	31

Volume - By Weekday Hour

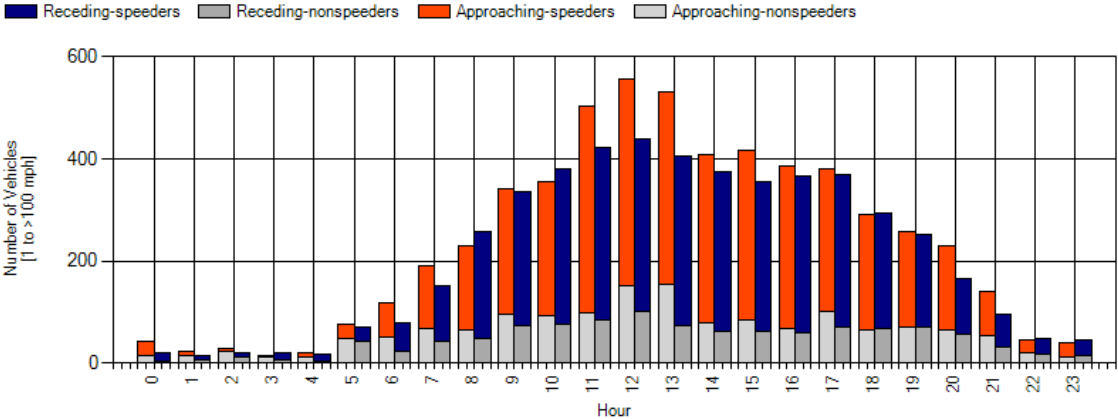
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	35	16	22	35	22	27
0	Receding	50	27	26	44	26	29
1	Approaching	28	10	23	39	23	27
1	Receding	25	14	27	40	26	28
2	Approaching	47	13	22	35	22	29
2	Receding	37	21	27	41	27	31
3	Approaching	90	40	23	38	23	28
3	Receding	79	42	24	40	24	29
4	Approaching	164	81	25	52	24	32
4	Receding	277	181	27	76	27	34
5	Approaching	645	321	24	42	23	30
5	Receding	737	512	27	61	27	32
6	Approaching	1202	851	27	41	27	32
6	Receding	1545	1114	27	67	27	32
7	Approaching	1451	1034	28	53	27	33
7	Receding	1521	1181	28	64	29	34
8	Approaching	1107	737	28	44	26	33
8	Receding	1045	785	29	61	28	34
9	Approaching	1100	727	28	45	26	33
9	Receding	980	766	29	72	29	34
10	Approaching	1252	885	28	42	26	34
10	Receding	948	741	29	69	29	34
11	Approaching	1344	926	28	45	27	34
11	Receding	1057	808	29	63	28	34
12	Approaching	1346	929	28	67	27	34
12	Receding	1025	805	29	76	28	34
13	Approaching	1585	1063	28	45	26	33
13	Receding	1080	838	28	81	29	34
14	Approaching	2364	1432	26	51	25	31
14	Receding	1435	1107	28	73	29	34
15	Approaching	2457	1753	28	44	27	33
15	Receding	1479	1152	29	68	29	35
16	Approaching	2595	1959	29	44	28	34
16	Receding	1589	1300	30	68	29	34
17	Approaching	2020	1497	28	45	27	33
17	Receding	1518	1150	29	70	28	34
18	Approaching	1659	1173	28	43	27	32
18	Receding	1427	1050	28	54	27	33
19	Approaching	1222	834	28	44	26	33
19	Receding	994	655	27	55	26	32
20	Approaching	934	528	26	47	25	32
20	Receding	680	497	28	62	28	33
21	Approaching	541	281	25	44	23	31
21	Receding	345	228	26	41	26	30
22	Approaching	266	109	23	48	23	32
22	Receding	161	98	26	44	26	31
23	Approaching	116	50	23	38	22	30
23	Receding	113	69	27	46	27	31

Volume - By Weekend Hour

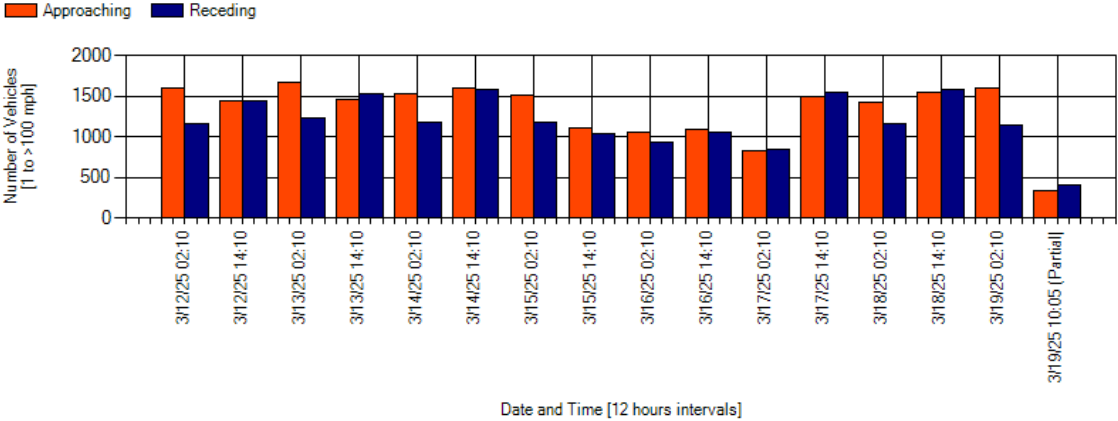
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	42	27	28	38	26	31
0	Receding	22	17	27	33	26	29
1	Approaching	24	9	21	40	22	30
1	Receding	16	8	25	35	25	29
2	Approaching	29	6	16	30	17	24
2	Receding	20	8	21	43	21	28
3	Approaching	15	2	19	32	19	22
3	Receding	20	12	27	39	26	31
4	Approaching	21	10	25	51	26	31
4	Receding	19	14	29	38	28	31
5	Approaching	76	26	20	35	21	29
5	Receding	71	29	25	57	25	29
6	Approaching	118	66	26	41	25	32
6	Receding	80	57	28	48	28	32
7	Approaching	190	123	27	40	26	32
7	Receding	153	110	28	39	28	32
8	Approaching	230	164	28	46	27	33
8	Receding	257	207	29	56	29	34
9	Approaching	342	247	29	42	27	34
9	Receding	336	263	29	65	28	34
10	Approaching	355	263	28	43	27	34
10	Receding	381	304	30	45	29	35
11	Approaching	503	404	30	43	28	34
11	Receding	423	339	29	41	29	34
12	Approaching	556	405	29	49	27	33
12	Receding	438	337	29	46	28	34
13	Approaching	532	376	29	42	27	33
13	Receding	405	332	30	46	30	36
14	Approaching	409	329	30	42	29	35
14	Receding	375	311	29	43	29	34
15	Approaching	417	333	29	42	28	34
15	Receding	355	291	30	49	29	34
16	Approaching	386	319	30	43	29	34
16	Receding	367	307	28	46	28	34
17	Approaching	382	281	29	44	27	33
17	Receding	370	298	29	62	28	33
18	Approaching	292	227	29	41	28	33
18	Receding	294	225	29	48	28	33
19	Approaching	257	185	28	41	27	34
19	Receding	251	180	28	53	27	31
20	Approaching	229	164	28	42	27	33
20	Receding	166	110	27	41	27	31
21	Approaching	142	88	27	40	26	32
21	Receding	96	63	26	35	26	30
22	Approaching	46	26	26	36	26	31
22	Receding	49	32	27	36	27	30
23	Approaching	40	27	26	40	26	32
23	Receding	47	32	27	42	27	32

Volume - Total Speeders

The following graph shows the breakdown of all speeding vehicles tracked in this study based on the posted speed limit entered (25 mph). The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.



Approaching Breakdown

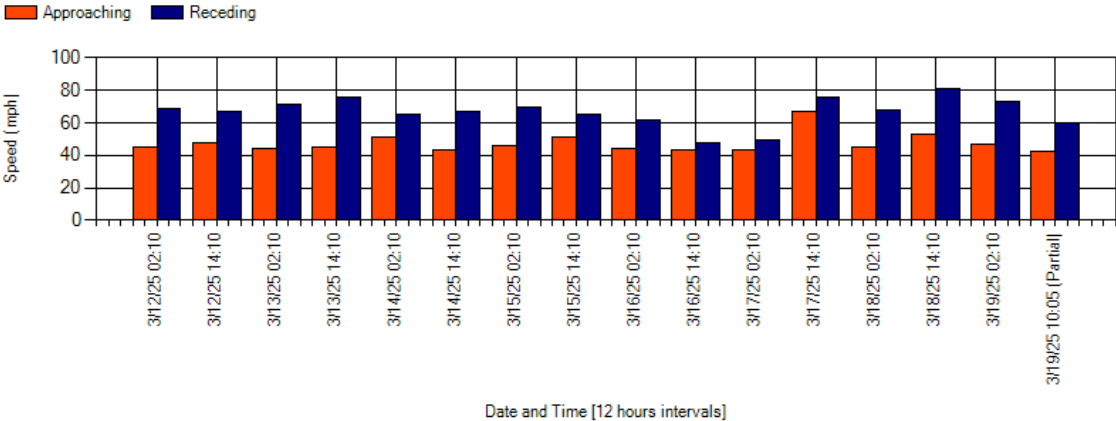
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	26 to 35 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	9847	# In Pace	22	Volume	19452	1893	11	21356
# Over Limit	21356	% In Pace	0.07%	Percent	62.34%	6.07%	0.04%	68.44%
Average Speed	26 mph							
85th % Speed (weighted)	33 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	26 to 35 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	6131	# In Pace	23	Volume	17024	1717	286	19027
# Over Limit	19027	% In Pace	0.09%	Percent	67.67%	6.82%	1.14%	75.63%
Average Speed	28 mph							
85th % Speed (weighted)	33 mph							

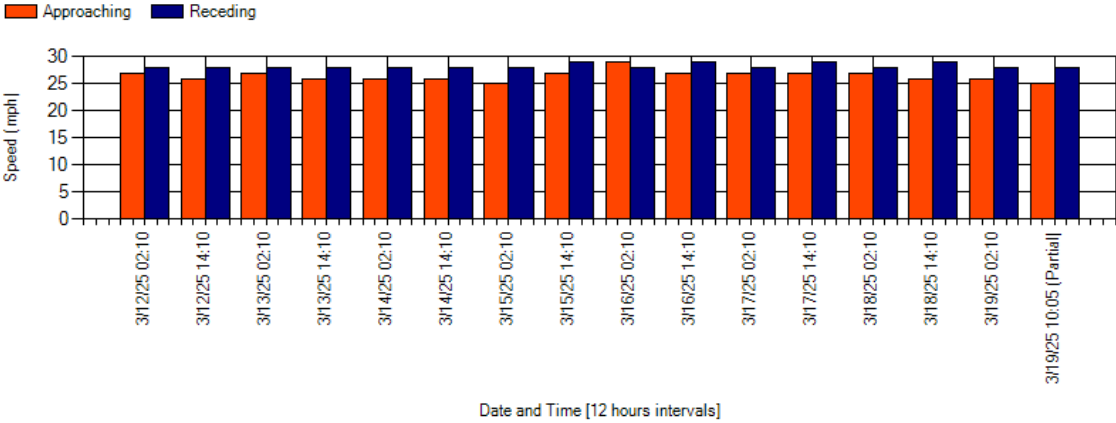
Speed - Maximum Speed

The following graph shows the maximum speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting maximum vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



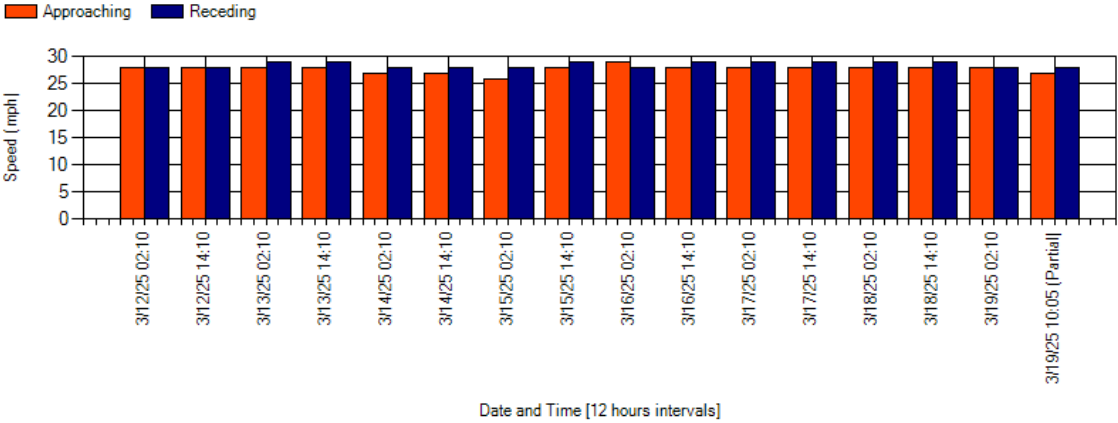
Speed - Average Speed

The following graph shows the average speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting average vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



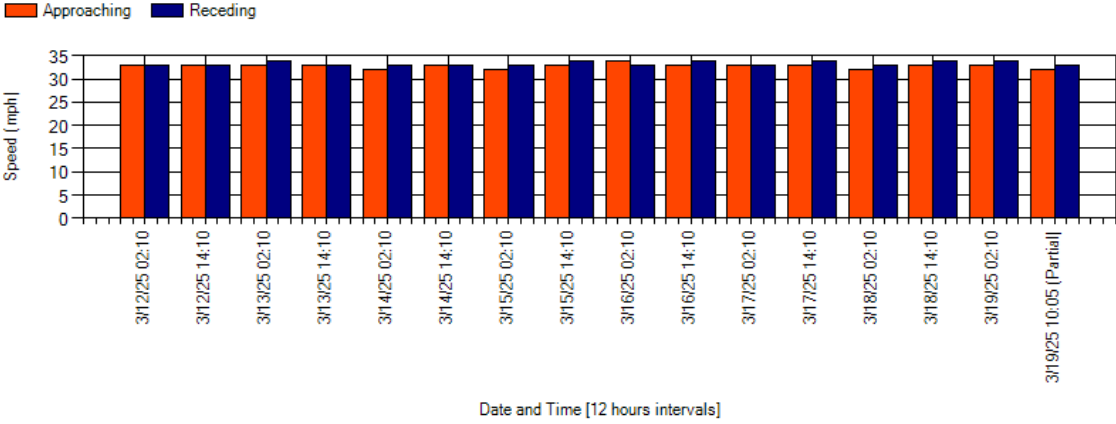
Speed - Median Speed

The following graph shows the median speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting median vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Speed - 85th Percentile Speed

The following graph shows the 85th percentile speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting 85th percentile vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Contact Us

For questions or comments about this product, please contact us at the following:

Kustom Signals, Inc., 9652 Loiret Blvd., Lenexa, KS 66219-2406
Customer Service 1-800-835-0156 or 1-620-431-2700
Sales Department 1-800-4-KUSTOM or 1-913-492-1400

SMARTstat™ Analysis Report

North Main Street

Mon Feb 24, 2025 15:02
to Wed Mar 5, 2025 10:20

File: 02270005.csv

Date Created: Monday, March 24, 2025

Generator: 1.00.005 (01700106)

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Summary

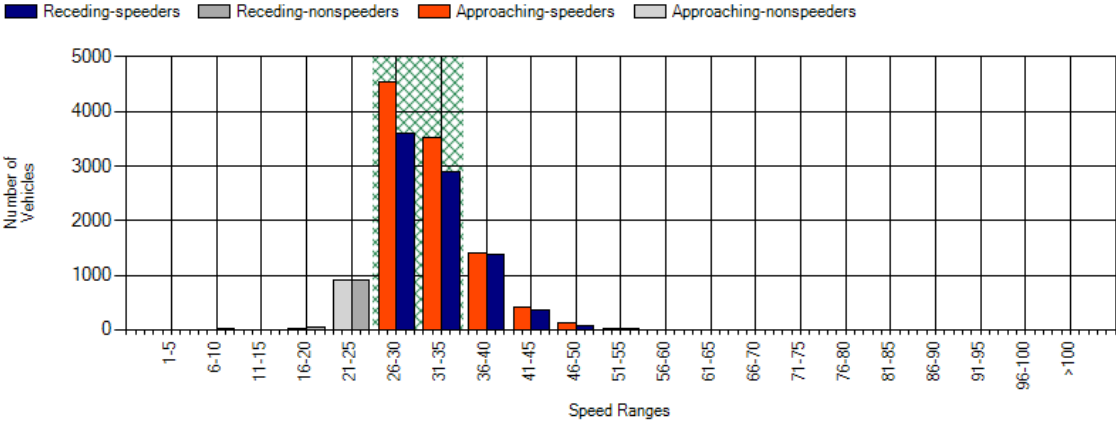
Study Summary for file 02270005.csv

Traffic Analysis Report

Result Description		
File:	02270005.csv	
Study Title:	North Main Street	
Study Run Dates:	2025/02/24 15:02:11 to 2025/03/05 10:20:00	
Total Study Time:	8 Days 19 Hours 17 Minutes	
Study Download Time:	2025/03/11 12:11:33	
Study Location:	North Main Street at Walnut Street	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	20311	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	18386	
Approaching Traffic	# of Vehicles:	10971
	# of Speeders:	10023
	Maximum Speed:	62 mph
	Average Speed:	31 mph
	Median Speed:	31 mph
	85th Percentile Speed:	36 mph
	10 MPH Pace:	26 to 35 mph
Receding Traffic	# of Vehicles:	9340
	# of Speeders:	8363
	Maximum Speed:	67 mph
	Average Speed:	31 mph
	Median Speed:	31 mph
	85th Percentile Speed:	36 mph
	10 MPH Pace:	26 to 35 mph

Volume - Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

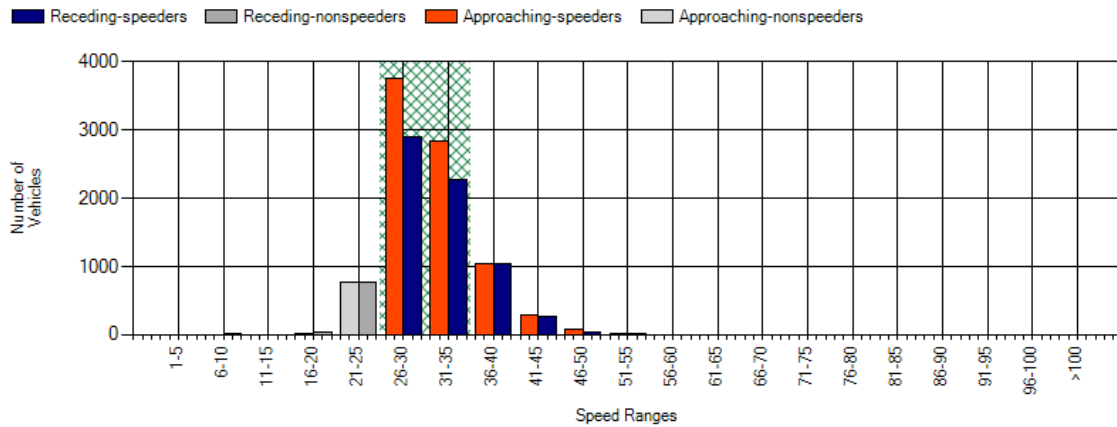


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	3	6	4	27	908	4534	3516	1410	415	121	21
% of Total Approaching	0.03%	0.05%	0.04%	0.25%	8.28%	41.33%	32.05%	12.85%	3.78%	1.10%	0.19%
Receding Total Volume	7	11	6	37	916	3606	2897	1388	372	70	15
% of Total Receding	0.07%	0.12%	0.06%	0.40%	9.81%	38.61%	31.02%	14.86%	3.98%	0.75%	0.16%
Total Volume	10	17	10	64	1824	8140	6413	2798	787	191	36
% of Total Volume	0.05%	0.08%	0.05%	0.32%	8.98%	40.08%	31.57%	13.78%	3.87%	0.94%	0.18%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Total Volume	4	2	0	0	0	0	0	0	0	0	10971
% of Total Approaching	0.04%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	6	6	3	0	0	0	0	0	0	0	9340
% of Total Receding	0.06%	0.06%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	10	8	3	0	0	0	0	0	0	0	20311
% of Total Volume	0.05%	0.04%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekday Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekdays. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

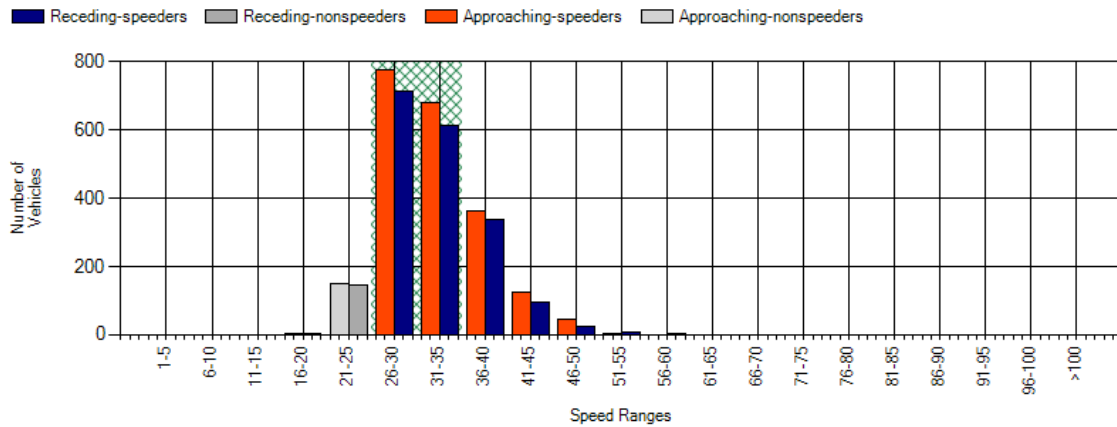


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	3	5	3	22	760	3756	2835	1046	290	77	17
% of Weekday Approaching	0.03%	0.06%	0.03%	0.25%	8.62%	42.59%	32.15%	11.86%	3.29%	0.87%	0.19%
% of Total Weekday	0.02%	0.03%	0.02%	0.14%	4.69%	23.17%	17.48%	6.45%	1.79%	0.47%	0.10%
% of Total Approaching	0.03%	0.05%	0.03%	0.20%	6.93%	34.24%	25.84%	9.53%	2.64%	0.70%	0.15%
Receding Weekday Volume	7	11	6	33	771	2891	2284	1051	278	44	9
% of Weekday Receding	0.09%	0.15%	0.08%	0.45%	10.42%	39.09%	30.88%	14.21%	3.76%	0.59%	0.12%
% of Total Weekday	0.04%	0.07%	0.04%	0.20%	4.76%	17.83%	14.09%	6.48%	1.71%	0.27%	0.06%
% of Total Receding	0.07%	0.12%	0.06%	0.35%	8.25%	30.95%	24.45%	11.25%	2.98%	0.47%	0.10%
Weekday Volume	10	16	9	55	1531	6647	5119	2097	568	121	26
% of Weekday Volume	0.06%	0.10%	0.06%	0.34%	9.44%	41.00%	31.57%	12.93%	3.50%	0.75%	0.16%
% of Total Volume	0.05%	0.08%	0.04%	0.27%	7.54%	32.73%	25.20%	10.32%	2.80%	0.60%	0.13%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekday Volume	3	1	0	0	0	0	0	0	0	0	8818
% of Weekday Approaching	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	3	6	2	0	0	0	0	0	0	0	7396
% of Weekday Receding	0.04%	0.08%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.02%	0.04%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.03%	0.06%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekday Volume	6	7	2	0	0	0	0	0	0	0	16214
% of Weekday Volume	0.04%	0.04%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.03%	0.03%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekend Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekends. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

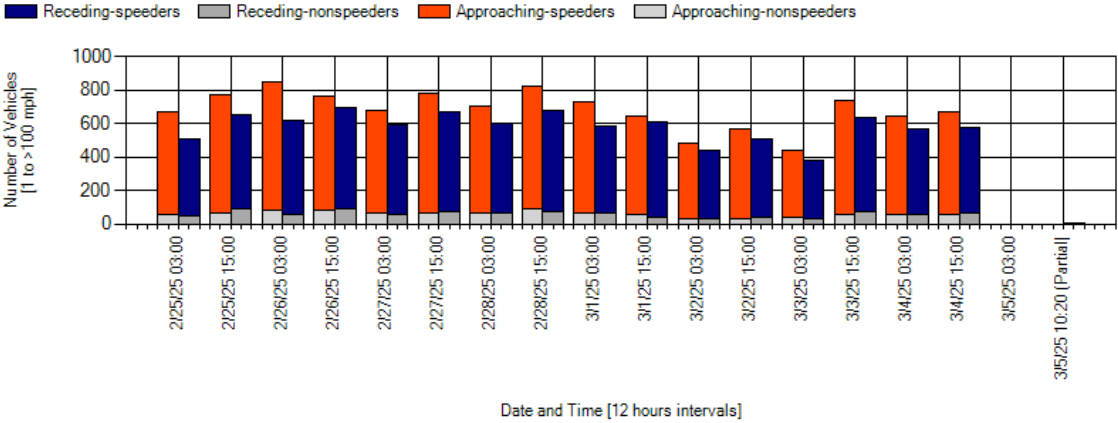


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	0	1	1	5	148	778	681	364	125	44	4
% of Weekend Approaching	0.00%	0.05%	0.05%	0.23%	6.87%	36.14%	31.63%	16.91%	5.81%	2.04%	0.19%
% of Total Weekend	0.00%	0.02%	0.02%	0.12%	3.61%	18.99%	16.62%	8.88%	3.05%	1.07%	0.10%
% of Total Approaching	0.00%	0.01%	0.01%	0.05%	1.35%	7.09%	6.21%	3.32%	1.14%	0.40%	0.04%
Receding Weekend Volume	0	0	0	4	145	715	613	337	94	26	6
% of Weekend Receding	0.00%	0.00%	0.00%	0.21%	7.46%	36.78%	31.53%	17.34%	4.84%	1.34%	0.31%
% of Total Weekend	0.00%	0.00%	0.00%	0.10%	3.54%	17.45%	14.96%	8.23%	2.29%	0.63%	0.15%
% of Total Receding	0.00%	0.00%	0.00%	0.04%	1.55%	7.66%	6.56%	3.61%	1.01%	0.28%	0.06%
Weekend Volume	0	1	1	9	293	1493	1294	701	219	70	10
% of Weekend Volume	0.00%	0.02%	0.02%	0.22%	7.15%	36.44%	31.58%	17.11%	5.35%	1.71%	0.24%
% of Total Volume	0.00%	0.00%	0.00%	0.04%	1.44%	7.35%	6.37%	3.45%	1.08%	0.34%	0.05%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekend Volume	1	1	0	0	0	0	0	0	0	0	2153
% of Weekend Approaching	0.05%	0.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekend Volume	3	0	1	0	0	0	0	0	0	0	1944
% of Weekend Receding	0.15%	0.00%	0.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.07%	0.00%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.03%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekend Volume	4	1	1	0	0	0	0	0	0	0	4097
% of Weekend Volume	0.10%	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

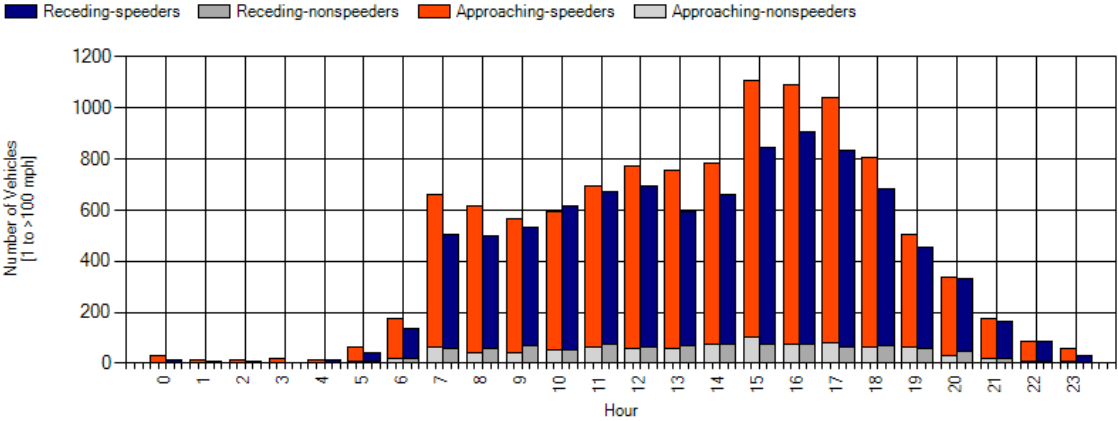
Volume - By Time

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Volume - By Hour

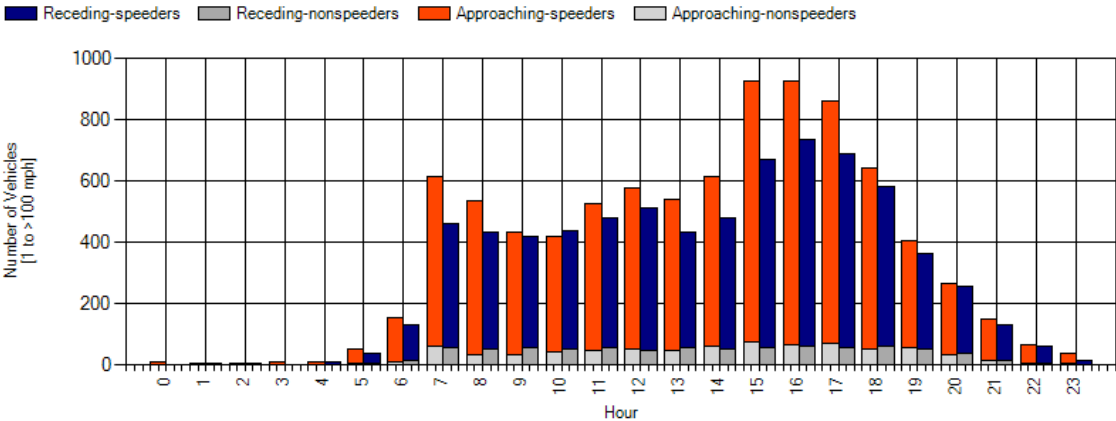
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	28	27	32	54	32	32
0	Receding	14	13	37	49	37	38
1	Approaching	14	13	31	51	31	31
1	Receding	10	9	33	40	33	34
2	Approaching	12	10	30	42	30	31
2	Receding	9	8	33	45	33	33
3	Approaching	18	18	33	42	33	34
3	Receding	4	4	35	51	35	35
4	Approaching	12	12	34	39	34	34
4	Receding	15	13	32	48	32	34
5	Approaching	62	52	31	61	31	34
5	Receding	42	33	30	40	30	31
6	Approaching	178	160	31	53	31	36
6	Receding	135	118	30	65	31	37
7	Approaching	661	596	30	50	30	36
7	Receding	505	446	30	52	30	35
8	Approaching	616	572	31	51	31	37
8	Receding	501	443	30	52	30	36
9	Approaching	565	524	31	50	31	36
9	Receding	535	467	31	60	31	37
10	Approaching	592	538	31	51	31	36
10	Receding	619	565	31	50	32	38
11	Approaching	692	630	31	49	31	36
11	Receding	670	597	31	52	31	37
12	Approaching	773	714	31	55	31	37
12	Receding	693	630	31	56	31	37
13	Approaching	756	697	31	51	31	37
13	Receding	592	522	31	67	31	37
14	Approaching	782	707	31	48	31	36
14	Receding	660	585	31	64	31	37
15	Approaching	1108	1005	30	53	30	35
15	Receding	846	769	31	67	31	37
16	Approaching	1093	1020	30	51	31	36
16	Receding	904	828	31	54	31	37
17	Approaching	1039	957	31	53	31	36
17	Receding	835	770	31	51	31	36
18	Approaching	807	745	31	55	31	36
18	Receding	684	615	30	47	30	35
19	Approaching	506	441	30	54	30	36
19	Receding	453	392	30	55	30	35
20	Approaching	338	305	31	62	31	35
20	Receding	333	286	30	66	30	35
21	Approaching	178	159	30	58	31	36
21	Receding	165	148	31	54	31	35
22	Approaching	85	75	31	50	31	32
22	Receding	84	74	31	52	31	33
23	Approaching	56	46	30	45	30	31
23	Receding	32	28	31	48	30	32

Volume - By Weekday Hour

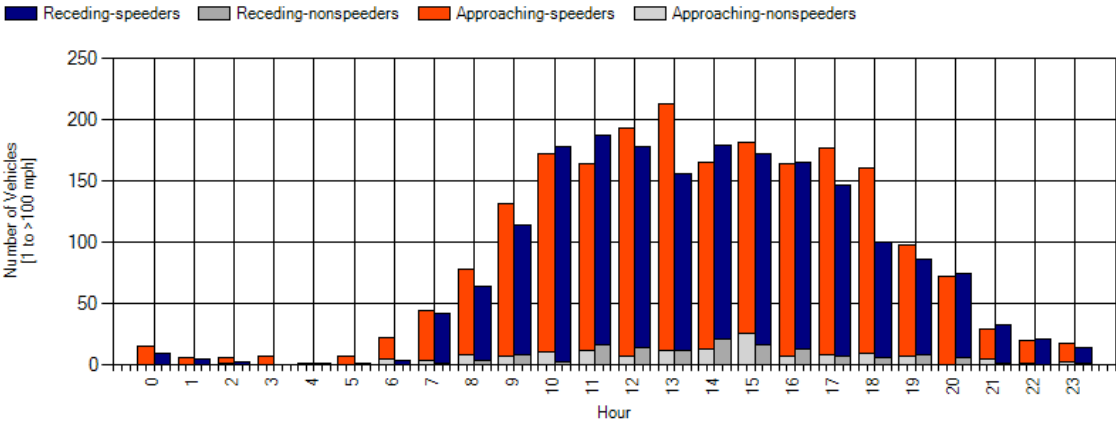
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	12	11	30	36	30	30
0	Receding	4	4	34	42	34	34
1	Approaching	8	8	32	51	32	32
1	Receding	5	4	32	40	32	32
2	Approaching	6	6	32	42	32	32
2	Receding	6	6	34	37	34	34
3	Approaching	11	11	32	42	32	32
3	Receding	3	3	37	51	37	37
4	Approaching	10	10	34	39	34	34
4	Receding	13	11	32	48	32	34
5	Approaching	54	45	31	61	31	34
5	Receding	40	31	30	40	30	31
6	Approaching	155	142	31	53	31	36
6	Receding	131	115	30	65	31	37
7	Approaching	616	555	30	49	30	36
7	Receding	463	406	30	52	30	35
8	Approaching	538	503	31	51	31	37
8	Receding	436	382	30	52	30	36
9	Approaching	433	400	30	47	30	35
9	Receding	421	362	30	47	30	36
10	Approaching	419	376	30	51	30	36
10	Receding	441	390	31	49	31	37
11	Approaching	528	478	30	49	31	36
11	Receding	482	426	31	46	31	37
12	Approaching	580	528	31	55	31	37
12	Receding	515	466	31	48	31	36
13	Approaching	543	496	31	51	31	36
13	Receding	436	378	31	62	31	36
14	Approaching	617	555	30	48	30	36
14	Receding	480	426	31	64	31	37
15	Approaching	926	849	30	53	30	35
15	Receding	673	613	31	67	31	37
16	Approaching	929	863	30	51	30	35
16	Receding	739	676	31	54	31	37
17	Approaching	862	789	30	53	31	36
17	Receding	688	631	31	51	31	36
18	Approaching	646	594	30	55	30	36
18	Receding	583	520	29	47	30	35
19	Approaching	408	351	29	54	30	35
19	Receding	367	315	30	47	30	34
20	Approaching	265	232	30	44	30	34
20	Receding	258	217	30	66	30	34
21	Approaching	149	135	30	58	31	37
21	Receding	132	117	31	54	31	35
22	Approaching	65	57	30	48	30	32
22	Receding	63	54	31	52	31	33
23	Approaching	38	31	29	44	29	31
23	Receding	17	15	30	44	30	31

Volume - By Weekend Hour

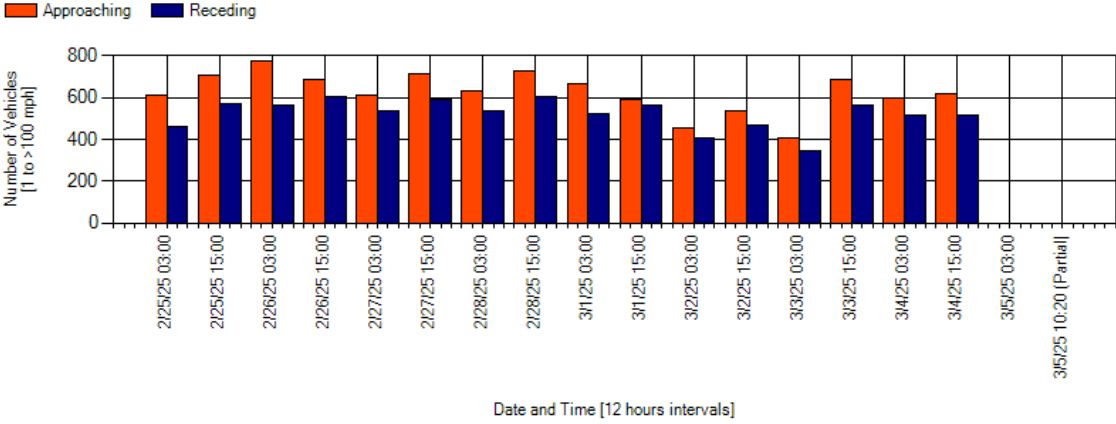
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	16	16	33	54	33	33
0	Receding	10	9	38	49	38	39
1	Approaching	6	5	30	35	30	30
1	Receding	5	5	34	38	34	36
2	Approaching	6	4	29	38	29	31
2	Receding	3	2	33	45	33	33
3	Approaching	7	7	35	40	35	36
3	Receding	1	1	29	29	29	29
4	Approaching	2	2	32	32	32	32
4	Receding	2	2	34	37	34	34
5	Approaching	8	7	32	46	32	32
5	Receding	2	2	33	39	33	33
6	Approaching	23	18	31	44	32	35
6	Receding	4	3	29	35	29	32
7	Approaching	45	41	32	50	32	36
7	Receding	42	40	31	51	31	34
8	Approaching	78	69	32	48	32	39
8	Receding	65	61	31	47	31	37
9	Approaching	132	124	32	50	32	36
9	Receding	114	105	32	60	33	40
10	Approaching	173	162	33	48	33	37
10	Receding	178	175	32	50	33	39
11	Approaching	164	152	31	47	31	37
11	Receding	188	171	31	52	32	37
12	Approaching	193	186	31	47	32	38
12	Receding	178	164	32	56	32	39
13	Approaching	213	201	32	50	32	38
13	Receding	156	144	31	67	31	38
14	Approaching	165	152	33	48	32	39
14	Receding	180	159	30	45	31	37
15	Approaching	182	156	30	47	30	36
15	Receding	173	156	31	46	31	37
16	Approaching	164	157	32	45	32	38
16	Receding	165	152	33	46	32	37
17	Approaching	177	168	32	51	32	38
17	Receding	147	139	32	46	31	36
18	Approaching	161	151	31	48	31	38
18	Receding	101	95	31	41	31	36
19	Approaching	98	90	32	51	32	37
19	Receding	86	77	31	55	31	37
20	Approaching	73	73	32	62	33	39
20	Receding	75	69	32	59	32	36
21	Approaching	29	24	30	48	31	33
21	Receding	33	31	31	51	31	35
22	Approaching	20	18	33	50	33	33
22	Receding	21	20	32	46	32	34
23	Approaching	18	15	31	45	31	32
23	Receding	15	13	32	48	31	34

Volume - Total Speeders

The following graph shows the breakdown of all speeding vehicles tracked in this study based on the posted speed limit entered (25 mph). The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.



Approaching Breakdown

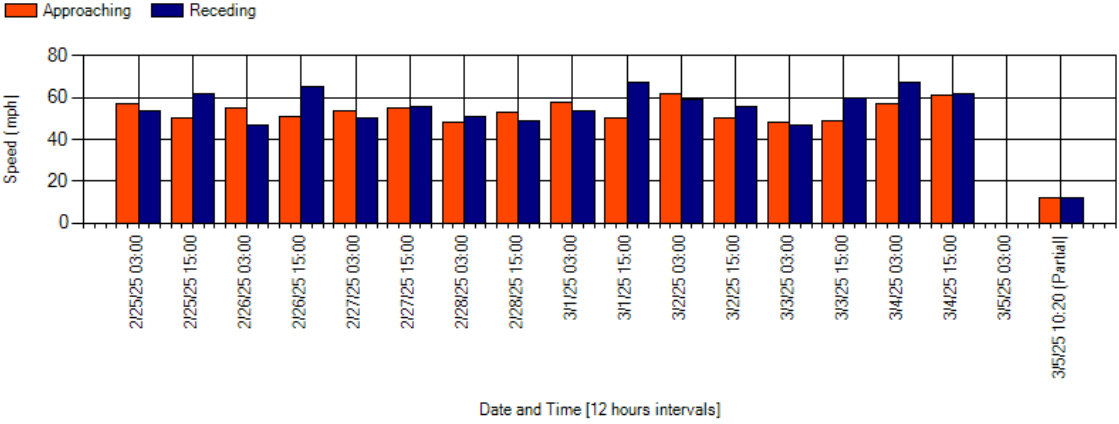
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	26 to 35 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	948	# In Pace	10	Volume	8050	1825	148	10023
# Over Limit	10023	% In Pace	0.09%	Percent	73.38%	16.63%	1.35%	91.36%
Average Speed	31 mph							
85th % Speed (weighted)	36 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	26 to 35 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	977	# In Pace	9	Volume	6503	1760	100	8363
# Over Limit	8363	% In Pace	0.10%	Percent	69.63%	18.84%	1.07%	89.54%
Average Speed	31 mph							
85th % Speed (weighted)	36 mph							

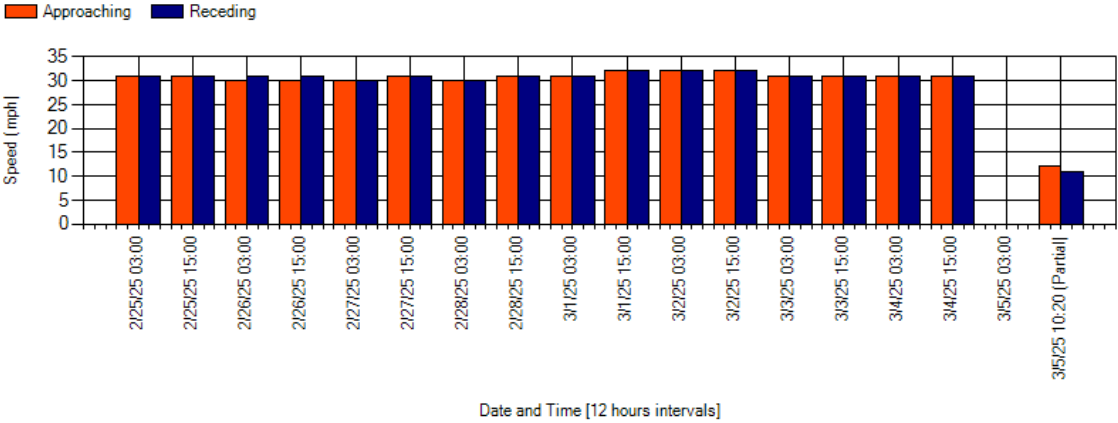
Speed - Maximum Speed

The following graph shows the maximum speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting maximum vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



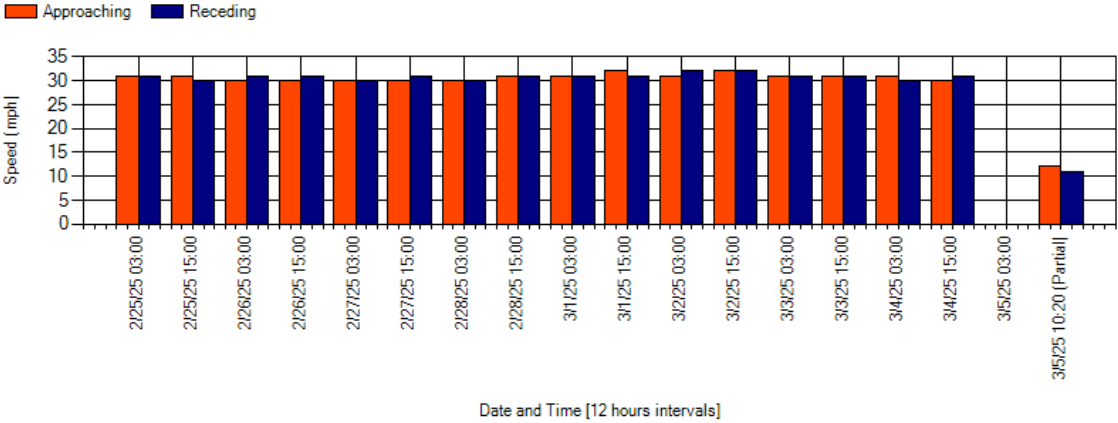
Speed - Average Speed

The following graph shows the average speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting average vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



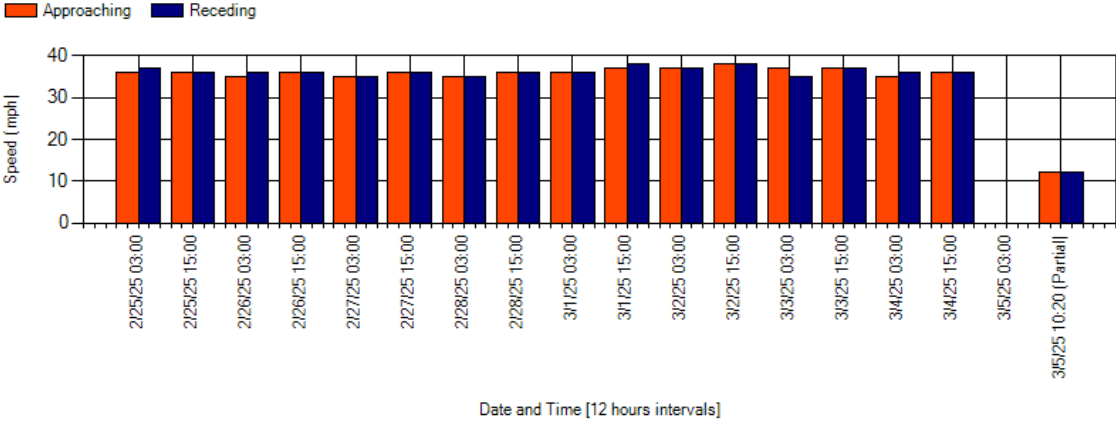
Speed - Median Speed

The following graph shows the median speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting median vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Speed - 85th Percentile Speed

The following graph shows the 85th percentile speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting 85th percentile vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Contact Us

For questions or comments about this product, please contact us at the following:

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Customer Service 1-800-835-0156 or 1-620-431-2700
Sales Department 1-800-4-KUSTOM or 1-913-492-1400

AGENDA ITEM INFORMATION REPORT

Meeting Type: City Council Meeting

Meeting Date: 3/24/2025

Department: Administration

Submitted By: Rob Schommer

AGENDA ITEM DESCRIPTION:

City Manager Report

Update on Speeding Complaint Areas

FISCAL IMPACT:

Cost: TBD **Source of Funds:** General Fund

Funds Currently Budgeted: Yes

Notes/Implications: Cost of Engineering study/Cost of items to be implemented

PURPOSE AND BACKGROUND:

Little Sugarcreek Road:

The speed data collection efforts have yielded results showing the 85th percentile average speed to be 33 mph. In addition, the denoted traffic count showing the annual average daily traffic (AADT) count to be 2,950 which meets the classification of “minor collector”. This data will be considered for a more detailed study and design of what safety and vehicle speed measure would be most effective to maintain the safe travel of vehicles on the roadway as it is currently designed. That study is underway with the City Engineering firm and we hope to have findings within the next 2 weeks. From the study we will be able to better identify the best methods to address traffic safety and the speed limit. There are a variety of potential items to implement as discussed previously including lighted signage, pavement markings, pavement grooving, traffic calming measures, and modification of speed limit.

In addition, we have reviewed the Ohio Department of Transportation’s design standard for pedestrian facilities and are seeking authorization for the placement of a painted crosswalk at the termination of the sidewalk from Vineyards Way into McGee Park as well as Sable Ridge into McGee Park.

There remains the concern that the roadway is not designed for pedestrian traffic; however pedestrians and cyclists do utilize the roadway.

North Main Street:

Speed data collection efforts have revealed the 85th percentile for both directions peaking at 38MPH at 3pm. A revised truck route ordinance will be put into place affecting North Main Street, and considerations for additional control of traffic north and south bound at Walnut Street will be reviewed for additional traffic calming and pedestrian safety in addition to the newly added controlled pedestrian crossings.