

**THE COMMON COUNCIL OF THE CIVIL CITY OF NEW ALBANY, INDIANA,
HELD A REGULAR COUNCIL MEETING IN THE COUNCIL CHAMBERS AT
NEW ALBANY CITY HALL ON MONDAY, MARCH 7, 2022 AT 7:00 P.M.**

MEMBERS PRESENT: Council Members: Mrs. Collier, Mr. Caesar, Mr. Phipps, Mrs. McLaughlin, Mr. Turner, Mr. Blair, Mr. Aebersold, Dr. Knable and Mr. Applegate, President.

ALSO PRESENT: Ms. Stein, Police Chief Bailey, Mr. Hall, Mr. Staten, Mr. Gibson, Mrs. Moeller, Mr. Summers and Mrs. Glotzbach

CALL TO ORDER:

President Applegate called the meeting to order at 7:00 p.m.

MOMENT OF REFLECTION:

President Applegate asked that everyone keep the people of Ukraine in their thoughts as well as other people who are fighting for something right now.

PLEDGE OF ALLEGIANCE:

ROLL CALL:

APPROVAL OR CORRECTION OF THE FOLLOWING MINUTES:

Mr. Phipps moved to approve the Regular Meeting Minutes for February 17, 2022, Mrs. Collier second, all voted in favor.

COMMUNICATIONS – COUNCIL:

Dr. Knable stated that a few years back there was an approval for a development in the Bohannon Lane area and he has received calls saying that with the change in ownership with regards to that development, some of the covenants that were placed in that are not being upheld with regards to respect for some of the neighbors. He said that trees are coming down already and, in their words, they are trespassing on properties and what not. He stated that he has been out there once, but it was raining so he is going to go out again with one of the neighbors to look that over. He said that technically that doesn't have to come back before the council because it was approved, but he thinks after they approved it, Mr. Thieneman, who was the developer, backed out and the property owners retained a new developer. He said that he thinks that in the minds of the concerned individuals, they think there were some changes that were substantial with regards to how the development is being undertaken. He said that he knows that it is a little bit arbitrary as far as what has to come back before the council with regards to what is substantial and what is not substantial, so he would like to take a vote from the council at a later date. He said that the vote would be for the council to make a formal request for someone from the zoning commission to come before the council and explain what changes, if any, have taken place and what is going on out there. He stated that, he wanted to give a week or two heads up, on that so that anyone that wants to go out and look at that and speak with the neighbors can do that beforehand. He said that he will invite some of the neighbors to come here to discuss it if they wish to, not at the next meeting, but the meeting after that.

Mr. Aebersold stated that dumpsters on the streets are hard to see and they are wide and so big that they stick out a little farther than parked cars do. He said that they stay there

forever and at night time, he doesn't see any reflectors on them at all and he thinks there needs to be something placed on them before someone hits one. He added that it is too late after someone hits one and really gets hurt.

Mrs. Glotzbach stated that whenever dumpsters are approved to be placed at the board of works, the board does tell them to put reflective tape on them, so she will let the board know tomorrow that they need to go back and check to make sure that people are doing that. She said that there is one on E. Elm Street that worries her because it doesn't have reflective tape on it.

Mr. Aebersold stated that he would think the dumpsters would have reflectors on them anyway in the back and the front, and are just made that way, but they are not. He added that you just can't see them until you are right upon them.

Dr. Knable asked Mrs. Glotzbach if she could check to see if there is any fine or penalty in the ordinance that we can apply for not placing reflective tape on them?

Mrs. Glotzbach stated that she would check on that.

Mr. Blair stated that he wanted to take his time to thank the city clerk for the wonderful job that she does. He said that was just an example there of helping with the community and making sure things are done properly. He stated that the other thing that he really appreciates is the quality of the minutes. He said that he missed a meeting a couple of weeks ago and he read the minutes and felt as if he was there. He stated that he appreciates the work that she and Ms. Milburn does.

Mrs. Glotzbach thanked Mr. Blair.

Mr. Turner stated that the Floyd County Library has Reads & Roasts going on right now for adults and sign-ups are March 1st through May 31st and you can go to floydlibrary.org to sign up. He said that it is just basically a way to get adults engaged with the community. He stated that they will have different meet ups, etc. to basically get some community involvement. He said that he went to the Education Foundation this past weekend and it was the good experience that it always is. He stated that he doesn't know exactly how much they raised but it was a lot and they did a very good job. He said that if anyone gets the opportunity to go next year, they should definitely take up on that. He then asked Mr. Gibson what the status is on streaming capabilities or video recording capabilities?

Mr. Gibson stated that they are running tests right now and it will probably be a few weeks.

Mr. Turner asked Police Chief Bailey if there is a police station update? He also asked if we are committed to leaving the county? He said that the reason he is asking that is because materials are at an all-time high to build a new facility and real estate is also at an all-time high. He stated that it is a great way to potentially use some of the rescue money for a one-time thing and he can't think of a better investment, however, he wonders if it would be wiser if we could be in a lease for an additional year to see if those material costs go down and make our money go a little further.

Police Chief Bailey stated that it is in the conceptual stage of design, and yes, building materials are high today as are a lot of things. He said that he is not really prepared to answer a lot of questions about that tonight because there are a lot of balls in the air with redevelopment and some other entities, not just the police department. He stated that his

portion of this is going to be to help design primarily, not to fund or acquire property and things like that, so those questions will have to be directed somewhere else. He said that as far as staying where they are, those are questions outside of his realm and there are some legalities floating around on those things too, so he really doesn't want to comment on them right now.

Mr. Applegate stated that they also have the needs assessment and stuff and asked Mr. Staten if he knows when that will be done?

Mr. Staten stated that it should be getting closer. He said that assessment will also come with a construction cost and a potential real estate soft cost, so they should have a good estimate of what it is going to take to build a new building once they get that report back. He stated that he is expecting to hear in the next few weeks.

Mr. Turner asked if we are committed to a new building or is there still potential to lease?

Mr. Staten stated that he doesn't have that answer. He said that this report is looking at what it would cost to get a new building.

Mrs. Collier stated that she recently went on the parks department website to book something for this year and she just wanted to say how super easy it was and how detailed their website is. She added that it is a really nice website.

COMMUNICATIONS – MAYOR:

Mr. Hall stated that Mayor Gahan wanted to share that the Kentucky Derby Festival is having their FamFest event again this year in early April. He said that he believes this is their third or fourth year that they have had this event in New Albany. He stated that it will take place on Friday, April 8th and it will be hosted right outside in the back and there will be lots of activities and games available. He said that it sort of draws some support on the Indiana side for the Kentucky Derby Festival.

COMMUNICATIONS – OTHER CITY DEPARTMENTS OR CITY OFFICIALS:

REPORTS – COMMITTEES, BOARDS OR OTHER OFFICIALS AS REQUESTED BY A MAJORITY VOTE OF THE COUNCIL:

New Albany Shoreline Update

Mr. Applegate stated that this update is being pushed back a few weeks.

APPROVAL OF CF-1 FORMS:

INTRODUCTION OF ORDINANCES:

READING

INTRODUCTION OF RESOLUTIONS:

COMMUNICATIONS PUBLIC: R-22-01 Traffic Calming Measures

Ms. Catherine Higgins, 1106 Korb Avenue, stated that Korb Avenue is known as a cut through and drivers take off at Beeler Street and drive all the way to the end at Oriole Drive and at certain times of the day, people use it as a drag strip. She said that she lives right in the middle of it and would just like to request a speed table somewhere in her

area of Korb Avenue. She stated that it is unsafe trying to pull out of your driveway and no one ever lets their kids play on the street around there because you just can't. She said that her dog got out one day and got in the street and she was terrified because her dog is not street savvy. She stated that she had to stop a car and the whole nine yards. She also stated that she has ask for this before and was told to report it to the police as a problem and then contact Mr. Larry Summers. She said that she doesn't know why she has to do all of that because if she has voiced it so many times; something just needs to happen with their neighborhood.

Mr. Mark Hengartner, 2504 Larkwood Drive, stated that he travels on McDonald Lane a lot and the sign there that flashes and tells people they are speeding is nice for people that care, but other people are going to speed anyway. He said that he would like to see the speed tables put in that were supposed to be put in when the road was redone. He also said that when he does the speed limit, he is tailgated a lot and is always afraid that someone is going to try to pass him and hit someone head-on, especially on Slate Run Road. He stated that he would just like for these things to be taken into consideration.

Ms. Ann McNally, 1513 Charlestown Road, stated that she still has the same concerns that she has had for the last year and a half. She said that they have had to file five separate property claims for over \$50,000.00 in damages to her property alone, which is not counting her neighbors. She stated that in the section of Charlestown Road that they live on is a very dangerous curve and people do not follow the street signs or the speed limit. She said that two years ago when they redid that road, they moved the line further over to make it a tighter curve for people to come around. She stated that nobody follows that curve because they can't. She said that Mr. Applegate stood there one day with her and they watched and not one car stayed in those lines. She stated that her daughter left her driveway three minutes before a car came through and totaled two of their cars and damaged another one. She said that she was outside one day working on the grass right next to the road and a car almost hit her and then went into the side of her daughter's boyfriend's car. She stated that she can't have her grandchildren outside to play, she can't feel safe to have cars in her own driveway and she is at the point to where she feels she is going to have to sell her property. She said that she feels like the City of New Albany does not care about how dangerous that curve is. She said that they have added one sign that is smaller than the stop sign that it is under, and if people followed signs, they wouldn't have this problem to begin with. She stated that she doesn't know what the answer is and that's why she thinks that as far as this traffic calming proposal goes, these things need to go to the people whose job it is to figure them out. She said that they need to sit down and do a comprehensive plan, not the piecemeal that has been happening. She stated that we are just moving problems around and we need something that is going to fix everything. She also stated that she is at the point to where if the City of New Albany does not start taking her seriously, she is looking at hiring an attorney to deal with this or she is going to sell her property. She said that if she has to sell her property, she is going to hold the City of New Albany responsible for the fact that she is going to have to sell it for less because it is too dangerous. She stated that she is not going to sell it and not tell people the history there. She said that it needs to be dealt with and she would really appreciate it if the council would take this seriously before someone actually dies because it is going to happen.

Ms. Crystal Lewis, 1515 Charlestown Road, stated that last time she was before the council she specifically asked Mr. Applegate if he would get a report that showed exactly how many car wrecks happened before it turned into a two-way street and how many car wrecks happened after it turned into a two-way street. She asked Mr. Applegate if he researched that at all?

Mr. Applegate stated that he didn't recall that was requested.

Ms. Lewis stated that is okay. She said that the solution is to turn it back into a one-way street going towards Vincennes from downtown New Albany because there were no wrecks recorded then, especially not in someone's yard. She stated that she woke up to headlights in her yard and every night she wonders if it is going to be their last night there. She said that she is also to the point where she is hiring an attorney or she is selling because she can't keep going like this. She stated that she thought that they made it clear that this is an emergency situation and she thought that it was taken seriously the last time, but nothing has been done. She said that there was one sign hung up before they came to the last meeting and it didn't help. She stated that she needs real action and asked again to turn it back into a one-way street which will cost nothing. She said she is begging for them to do something because it is her kids' lives.

Mr. Dale Bagshaw, 85 Galt Street, stated that he agrees with everyone that has spoken here. He said that he is scared to ride his bike on E. Spring Street to go to the greenway which is amazing. He said that he really believes that if he is going down E. Spring Street, driving the speed limit, he is a moving roadblock because people are angry that they are behind him. He stated that Slate Run Road is the same thing. He said that on his street they put the four-foot stop signs on the pavement and maybe 50% of the people even slow down and roll right on through, so he thinks that we have an enforcement issue as much as any other issue. He stated that he knows that we don't have enough police officers on the street to enforce. He also stated that last week on E. Spring Street, they put up one of the flashing signs and it is amazing how many people put their car to the nose when they see those things flashing. He said that he honestly believes that we have an enforcement problem but understands that the police department is understaffed right now.

COMMUNICATIONS PETITIONER: R-22-01 Traffic Calming Measures

R-22-01	Resolution Urging Greater Traffic Calming Measures	Turner/ Blair
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Mr. Turner introduced R-22-01 and moved to approve, Mr. Blair second, Mrs. Collier, Mr. Caesar, Mr. Phipps, Mrs. McLaughlin, Mr. Aebersold and Mr. Applegate voted no and Mr. Turner, Mr. Blair and Dr. Knable voted yes.

Mr. Turner stated that they did have a committee meeting that he thought was pretty successful and that they had a lot of things that they talked about, however, the resolution did receive an unfavorable vote by all three committee members.

Mr. Applegate stated that they did have a committee meeting on this and Police Chief Bailey and Mr. Summers were in the meeting and were able to present some information about the crash data and the specifics about the report. He asked Police Chief Bailey and Mr. Summers to discuss with the council some of the things that they discussed at the committee meeting.

Dr. Knable asked who the committee members were at the meeting and if any official minutes were taken?

Mr. Applegate stated that no minutes were taken and he, Mr. Aebersold and Mr. Phipps were the committee members and Mr. Turner was there as the petitioner.

Mr. Summers stated that during the time that he has been here as the city engineer and during the administration, over \$35M has been spent in federal funding for roadway safety improvement projects including the E. Spring Street road diet. He said that when someone is going slow and it causes that backlog, it shows that road project is effective and is causing those folks to slow down. He stated that if you have that one-way traffic and that slow person is there, someone can go around and then the fastest car dictates the speed rather than the slowest. He said that the one-way to two-way conversion project was \$4.8M, the Grant Line Road project was \$5.6M, Mt. Tabor Road improvements were \$6.9M, McDonald Lane improvement project was \$8.2M, the Ohio Greenway improvements were \$3.7M and there have been various intersection and signal improvement projects and the addition of the light at Bank Street and Main Street. He stated that beyond the federal aid projects that have been undertaken, he has taken the task of lowering speed limits, narrowing lane widths, installing bump-outs, installing radar signs and they are actually purchasing additional radar signs. He said that each of these items have been undertaken comprehensively from the administration to improve the safety throughout the City of New Albany and if you look at the National Highway Safety Administration's release of data for injury accidents per 100,000 citizens, the national average is roughly 991 injury accidents. He stated that here in New Albany for the year 2020, it was 532 per 100,000 citizens, so we are nearly half of the national average. He said that speaks to how safe our roadways are in the City of New Albany. He stated that there are areas of concern and when people do bring them up, they try to come up with solutions for those. He said on the Charlestown Road location, they are looking at potential barriers in that curve, but they have to be careful because the sidewalk is only so wide there so they have to make sure that they are not infringing upon the sidewalk. He stated that they are looking at that to determine what is the best course of action there. He said that Police Chief Bailey can speak to the actual accident data.

Mr. Turner asked where the 532 number come from?

Mr. Summers stated that 532 is adjusted based on our population to bring it to the per 100,000 citizens number. He said that you actually have to inflate our numbers because we are roughly 36,000 to 38,000 folks.

Mr. Turner stated that he did some math on this and instead of going by year, he is going by average and it is 276. He said that he's thinking that maybe we came up with that number and a little bit of math is off to where a 12-year average of injury wrecks is 276, so if we are saying 50,000 times two, it would be 552.

Mr. Summers stated that if you look at the accident data, over the years you can see a steady decline. He said that it is a downward trend in accidents from 2010 to 2021 so we have a trendline of safer roadways over that time period.

Mr. Turner stated that he doesn't think that data suggests that.

Mr. Summers stated that it very much suggests that.

Mr. Turner said that if you look at 2010, it says 1738 and then 2019, it says 1720. He stated that is a difference of only 18 in nine years.

Mr. Summers told Mr. Turner to look at the injury accidents. He said in 2010, you have 366 injury accidents and here in 2021, you have 212. He said that is a significant decline in the number of accidents by any measure.

Mr. Turner stated that could be indicative of safer vehicles being produced. He said he thinks the data is good but it is only one data point. He asked what the traffic volume is?

Mr. Summers stated that traffic volumes in the city have increased steadily at a rate of roughly 1% on most roadways, so you are having an increase in traffic volume and a decrease in injury accidents.

Mr. Turner asked Mr. Summers if he can show that? He also asked what the trend is when it comes to safety issues? He asked what are the causes of the accidents? He asked how much traffic is local versus how much traffic is through? He asked about the physical conditions of our roadways and if we have taken an inventory of everything?

Mr. Summers stated that they take an inventory every two years.

Mr. Turner asked how our ticketing of speeding and traffic comes across? He stated that in 2020 and 2021, there is a pretty steady drop off but we had a pandemic.

Mr. Summers stated that it was 2020. He said that it was the middle of the pandemic and traffic volume was significantly down, which shows why injury accidents were down. He said that if you remove that aberration, it is still a downward trend.

Mr. Turner stated that it is in injuries, but he would say that 2019 was the last year before the pandemic. He said that there are still a lot of people working from home and not going out and it is starting to climb again. He stated that in 2019 it was 1720, and like he said, there is just not much of a change in ten years in accidents without injuries. He said that they are basing this right here just off of a sample of one piece of data. He said that they didn't discuss this in the committee meeting but he asked why we decided to lower speed limits and that we don't do 85th percentile.

Mr. Summers said that he would state the statistics for him. He stated that with traffic traveling at 25 mph, the probability of a pedestrian surviving a crash is 80%. He said when you have 30 mph traffic, the probability of a pedestrian surviving a crash is 50%. He stated that when traffic is at 35 mph, the probability of a pedestrian surviving a crash is only 20%. He said that is why they look at the rights-of-way as people centric not automobile centric. He stated that they are looking at these rights-of-ways for people that live on the roadways, pedestrians, bicyclists and the motorists.

Mr. Turner stated that is correct. He said the reason that he is asking about the 85th percentile is that people's brains are in two systems. He stated that system one is intuitive such as when you are driving down a long road, you are not necessarily thinking. He said that you are driving at an intuitive way at a speed that is comfortable to you and you feel safe. He stated that system two is analytical such as what you are thinking about when you are driving through a parking lot or picking up the kids from school and it is more of a load on you. He said that you do that 85th percentile because when people drive on roads like Slate Run Road and they just naturally drive 50 mph, they realize that the street is designed for people to feel comfortable driving fast. He stated that you do the 85th percentile so you can see the trends of how people drive on a road and it has to be unimpeded, so sticking a radar sign out there with flashers to slow people down is impeded.

Mr. Summers stated that they when they do those studies, they are actually analyzing the traffic that is coming in the direction that is not seeing the radar, so they are analyzing traffic that is influenced and not influenced by the radar.

Mr. Turner asked if he does the 85th percentile?

Mr. Summers stated that the 85th percentile is a very old-school method of engineering and it does not take into account the lives of the pedestrians and the motorists that are driving.

Mr. Turner stated that is correct.

Mr. Summers stated that lives are more important than someone driving at that 85th percentile speed.

Mr. Turner said absolutely and stated that one of the problems if you lower speed limits in a way without real cause using the 85th percentile, you can lower a speed that is not natural and cause differential speed which can cause accidents. He stated that is why Mr. Hengartner and Mr. Bagshaw have problems with people tailgating them.

Mr. Summers stated that if you look at the accident statistics in 2016, there were 1,986 accidents. He said that the implementation of the road diet on E. Spring Street was in 2016 and the implementation of the one-way to two-way conversion was in 2017. He stated that you can look at the steady decline in accidents after those measures were put in place. He said that it is abundantly obvious that those measures improved the safety for the citizens and the drivers through the City of New Albany.

Mr. Turner stated that Mr. Summers says that but he is looking at 2018 as 1,865. He said that 2016 is a statistical anomaly and who knows what was going on. He stated that he is not seeing a downward trend but he does see a downward trend in 2020 and 2021 due to the pandemic. He said that he sees a stagnation from potentially an injury from 2018 to 2021. He stated that he just doesn't think that the data that they have is enough to get a whole picture of what is going on. He then asked how they decide where stop signs go?

Mr. Summers stated that there is a warrant analysis as defined in the MUTCD.

Mr. Turner asked if they do pedestrian foot traffic and all of that when they place stop signs.

Mr. Summers stated that they look at all of the warrants that fall under placing a stop sign. He said that if it is under any of those warrants, then they will put a stop sign in place. He added that it specifically says that you can't put a stop sign in just to slow traffic down.

Mr. Turner stated that he and Mr. Blair submitted lists of about 20-30 roads all together in the summer of 2020 and asked what data the city has collected on those streets?

Mr. Summers stated that he never saw the lists.

Mr. Aebersold stated that the city doesn't have anything to do with the interstates around here.

Mr. Summers stated that is correct and these numbers do include all of the interstates and all of the INDOT controlled signals as well.

Mr. Aebersold asked how many wrecks may have occurred on those streets that we really have nothing to do with the stop signs, speed limits, etc.?

Mr. Summers stated that based on the data that he has available to him at this time, the intersection with the most accidents is the intersection of Mt. Tabor Road and Grant Line Road and that is an INDOT controlled intersection. He said that he has approached them about making modifications to the signal and thus far they have not listened to his request.

Mr. Aebersold stated that he has spoken with Mr. Thompson about stop light situations in certain areas like E. Spring Street and State Street and sometimes it gets better, but usually you can get about three cars through it and then you get a red light and it gets backed up for two blocks. He said that Mr. Thompson always tells him that it is the state.

Mr. Summers stated that he has had communications with them, and we at one point, tried to coordinate our signals that are under our control with the signals that are under the state's control and they refused to allow us to do that.

Mr. Aebersold stated that a portion of these numbers definitely could be somewhat out of our control of what we do with stop signs, speed limits, etc.

Mr. Blair asked Mr. Aebersold if he is missing something because those interstates and intersections were there in 2010 so it would work itself out. He said that those numbers were included in the earlier years too.

Mr. Summers stated that if you assume that all things are equal, there is a downward trend so the modifications have most likely influenced that downward trend.

Mr. Blair stated that it could have been Covid.

Mr. Summers stated that Covid was in 2020 and the downward trend began long before that.

Mr. Blair stated that he does not see the downward trend from 2010 to 2019 in the number of accidents.

Mr. Summers stated that if you look at the number of injury accidents....

Mr. Blair stated that he said just accidents.

Mr. Summers stated that even from the number of accidents, you're talking about a number that was relatively stagnant up until the point of 2016 and then you see a decrease from 1,986 accidents in 2016 to 1,600 in 2021.

Mr. Turner said well, no. He said look at 2010 and 2011 because it is 1,740, 1,728 and in 2019, it is 1,720.

Mr. Blair stated that the numbers are right there and if you put it on trend, it is going to be pretty flat.

Mr. Summers stated that they have done the trendline and it does show a downward slope.

Dr. Knable thanked Mr. Summers for providing the data that he asked for because he appreciates it and added that they could massage the data all night. He then asked Mr. Summers if he has had the specific concerns of Mr. Hengartner, Ms. Higgins and Ms. McNally come across his desk?

Mr. Summers stated that he was at the meeting in which the concerns were brought up on Charlestown Road and once he was made aware of those, he started looking at the opportunity for barriers that could keep vehicles on the roadway there. He said as part of that, he is trying to make sure that we do not impede the sidewalk traffic.

Dr. Knable stated that all he would ask from tonight is that these complaint driven issues be addressed for the time being so that we have some sort of up or down answer. He said that he is not asking for that answer tonight.

Mr. Summers stated that he will say that he does try to look at it more comprehensively rather than complaint driven, but if a complaint comes to his desk, he does review it.

Dr. Knable stated that they, as representatives of the citizens, are complaint driven so he would ask specifically that we get some sort of resolution with regards to these complaints, and if it appears that we can't fix it, then he thinks the folks that live there need to know that.

Mr. Summers stated that the traffic calming measures that we have in our pocket are narrowing two-way traffic and a curvature in the roadway either vertically or horizontally and those are present at that Charlestown Road location. He said that he doesn't know the particulars of the accidents other than the one that was a high-speed chase. He stated that you can't design for the outliers so much, but what he can do is make sure that we put a barrier in place in that curve to ensure that vehicles would be deflected and not go into the yards.

Dr. Knable stated that he hopes that gives them some confidence if that action can be taken. He said that statistics are meaningful and he is glad to have them, but there is always a difference between individuals and statistics and nobody wants to be that statistic.

Mr. Summers stated that they are trying to be proactive rather than reactive, but when there are instances where reaction is necessary, he tries to make that reaction as quickly as possible.

Dr. Knable agreed and said that they have to do both.

Mr. Turner stated that the 532 injuries number is from 2020 and that is basically calculated for a population of 100,000.

Mr. Summers stated that is correct.

Mr. Turner stated that they are referencing a 10-year study from the National Highway Traffic Safety Administration.

Mr. Summers stated that he did that in response to the number that was in the resolution. He said that he was trying to calculate to show that particular number that was in the resolution in comparison to the 10-year average.

Mr. Turner stated that he can see that for sure but when he looks at the 12-year average, it is 276 and if you calculate that for 100,000 with us being about 38,000 in population, you take that 276 and multiply it by 2.64 then you are really looking at a number around 728 per 100,000. He said that if you knock off 2020 and 2021, that rate goes up even more.

Mr. Summers stated that he doesn't doubt Mr. Turner's math skills but he would like to look at the numbers himself and then he could speak more intelligently on that matter. He said at this point, he has the numbers that he presented to the council today.

Mr. Turner stated that Mr. Summers just referenced a 10-year study and he did a one-year.

Mr. Applegate stated just for the record, Mr. Summers is well-schooled in city engineering and planning.

Mr. Summers stated that he has a Bachelor's in Civil Engineering, a Bachelor's in Engineering Management and a Master's in Civil Engineering as well as a Specialty in Transportation Engineering.

Police Chief Bailey stated that he would remind the council that the data is what is reported to the state of Indiana. He said that there is no other data available for crashes so when a police officer writes a police report on a crash, it goes to the state. He stated that the injuries that are listed here are the injuries or complaint of pain that is relayed to the police officer who investigates the crashes. He stated that he has personally investigated hundreds of accidents in his career and many times an injury traffic accident goes like this. The officer will ask the person if they are feeling okay and the person will reply that they are a little shook up. He said that is an injury accident as the state of Indiana has determined our crash reports to be written, so he doesn't want the picture to be painted that for every crash there is some serious life-threatening injury. He stated that, in fact, very rarely is there a crash that results in those serious bodily injuries. He said that these are mainly complaints of pain and mainly minor injuries. He said that he learned through this study that our streets are much, much safer than he ever realized. He stated that he was really happy to see how safe our roadways are. He said that he is sensitive to the things that were said here today and he actually has taken some notes and will take some action based on what he has heard in this meeting. He added that those are the things that he needs to be aware of so they can take action. He stated that there is only so much that enforcement can do. He said that the only thing that he has seen to slow traffic on E. Spring Street was the roadway diet. He stated that before the transition on E. Spring Street, it was an inner-city urban highway and after that transition, he noticed fewer and fewer violations. He said that the roadway design impacted the safety and the speed for which people were traveling; it wasn't the number of tickets being written. He stated that there were police officers that wrote thousands of tickets in the 2100, 2200 and 2300 block of E. Spring Street and the impact was nothing, but narrowing the lanes and making that a different look had an impact. He said that he is not suggesting that we don't ever have people speeding from time to time because we do, but he would suggest that our roads are much safer. He also said that he applauds the city and Mr. Summers for the design changes and the things that we've done. He stated that he will agree with Dr. Knable that he thinks it is important for us to look at each individual data point, and when necessary, make adjustments. He said that when he was looking through this data, it was important to him to see what our fatality accidents looked like. He stated that he looked at 2017 through this year and there were 13 fatalities but he found that zero that were roadway design related. He said that some of them were on the interstate as Mr. Aebersold stated, some were medical issues, some were intoxicated drivers, some were pedestrian actions, some were reckless drivers, but none were roadway design related. He stated that he thinks that is important for the council to know moving forward that if the officer noted that the roadway was a problem in the crash report, it would be here in front of us and it is not. He said that he read every one of those fatality crash

reports and there was some mitigating circumstance that led to them during that five-year period.

Mr. Turner stated that injuries and fatalities are good to look at but that's not everything. He said that several times Ms. McNally had costs in damages that totaled \$50,000.00. He stated that according to the data that was pulled from the state, the cost range for an accident from no injury to death is \$12,500.00 to \$1.7M so there are costs to accidents. He said that he does know that enforcement is part of the process but if you see a street that is consistently needing enforcement, it is a design issue. He stated that we have cops out there that are spread thin because we are down 15%-20% in the police department right now so these guys have a lot on their plates. He said that he has a traffic study from a place called Wallington, CT and he will send the link to the clerk so she can send it to the entire council. He stated that is a city that has the same population as us and they have snow just like we do and police and fire just like we do. He said that he read there are three Es to traffic calming and they are Education, which we haven't discussed tonight, Enforcement, which we have discussed and you have Engineering when those can't be solved. He said that we have some of the enforcement but what about everything else.

Mr. Aebersold stated that he wanted to thank Police Chief Bailey for all that his department does. He said that the council members got a message from a guy a week or two ago about speeding on Silver Street and not stopping at Ekin Avenue and Silver Street. He stated that since then, he has seen police cars at least seven or eight times at the intersection and they are parked back just to see what is going on there. He said that we need a process where a person can fill out information on their area of concern and email it to a council member or to the police department so that something can be done about it. He stated that would eliminate the problems pretty quickly.

Police Chief Bailey stated that he does want to note that they did order two additional speed boards and one has come in and the other one will hopefully be in next week. He said that the speed boards audit the traffic too so for each time they put out the speed board, they get an audit of the speed of each car coming in both directions. He stated that is helpful to Mr. Summers' point that the data that was obtained from the cars not seeing the sign. He said that he is excited to get the other boards out so they can all be out at once and then they will have quite a bit of data to review.

Mr. Applegate stated that during the committee meeting Mr. Aebersold talked about if there is a red pickup truck speeding by and it gets logged in with the police from that person, then they may have had multiple complaints on that person and may know who they are.

Police Chief Bailey stated that he thinks that the bottom line is that not just law enforcement needs to know but the city also needs to have a view of what those concerns are from the community. He said that if they get bounced around, maybe people could call the city number and speak with a live person or leave a message on the problem area and if it is a roadway issue, it can be addressed or if it is an enforcement issue, it can be addressed.

Mr. Phipps stated that the aggregate data could also help figure out what the plan would be so hypothetically if it is speeding on McDonald Lane between 3:00 p.m. and 5:00 p.m., you could do greater enforcement there during that period. He said that if it is speeding that is happening all hours during the day, that may warrant some sort of a construction project. He stated that those patterns are going to be important.

Dr. Knable asked if any of the mobile devices have photographic capabilities and if not, is that a technology issue or a privacy issue?

Police Officer Bailey stated that these units do not have that but he would guess there probably are units available that do have that. He said that the state of Indiana does not have any legislation that allows for ticketing that way so they didn't feel like it was necessary other than if you have a person driving recklessly.

Dr. Knable asked if there are laws prohibiting that?

Police Officer Bailey replied not that he is aware of.

Mr. Blair stated that as co-author of the resolution, the discussion in the last couple of minutes has gone right to the purpose for the resolution. He said that they need to get the information in front of the experts and let them come up with solutions very similar to what we are talking about here. He stated that it is nothing different from what they have been discussing as far as gathering data and then they can formalize it and let the public know that they are responding and will get something accomplished. He said everyone here is trying to problem solve, but let's get it to the experts, let them come up with a plan and that is all that the resolution is doing.

Police Chief Bailey stated that he said in the committee meeting that his view was that the resolution was to resolve to do something that is already being done or resolve to plant an eye upon something as being an epidemic problem. He said that he thinks it has been demonstrated, through the data points that we have easily available to access, that it is not an epidemic problem so you are resolving to take action on something that is already happening.

Mr. Blair stated that most of what he has received is complaint driven but he did provide a list of streets, intersections, etc. and none of them are on the list. He said that his situation is that he represents a district that consists of a lot of subdivisions and neighborhoods and he doesn't see anything happening inside of those neighborhoods and that is where he is getting his complaints. He stated that it is great that accidents and injuries are decreasing but we can always make improvements and do better. He gave two instances of where he heard complaints from. He said the first one was on Pennwood Drive where he stopped and asked a gentleman how things were going and the first thing he asked was if he could do something about the speeding traffic on his street. He stated that Pennwood Drive is a connector road for Mt. Tabor Road, Klerner Lane, University Woods and those kinds of streets and the gentleman said that they speed through there. He said that the gentleman also stated that he feels uncomfortable crossing the street after dark because some people drive through there so fast. He stated that the other one that he wanted to mention is the Farmgate Woodford Manor Subdivision. He read what a resident posted on social media that lives in that area. He said that she said she wants a speed sign in her neighborhood like the mayor has. She said that she has seen a wreck involving a parked car next to her. She said that there are drivers that are going way over 25 mph and they have kids in the neighborhood. She said that young children live near her and their father is a fine father but he is deaf. She asked why can't they have a speed sign, a speed bump or anything, please? He stated that there are no speed signs in that neighborhood. He said that he drove through Green Valley Estates and there is not one speed sign in that neighborhood either. He asked why the study didn't come up saying that we need to do speed signs? He stated that he didn't want to make any recommendations because he wants the experts to look at it from a more comprehensive, broad approach.

Police Chief Bailey suggested that he make someone aware of the neighborhoods that don't have speed signs and then they can take action.

Mr. Blair stated that he has and he can pull his emails out and show them to him. He said that he would be happy to show him the documentation that he sent.

Police Chief Bailey stated that he is not suggesting that Mr. Blair didn't send documentation, he is just saying that is how you solve the problem.

Mr. Blair stated that maybe the board of works could come up with a way to collect data such as a hotline, a website or something that we can have citizens go to and log that information in instead of going through their council person. He said that they are elected to represent them and that is all that he is trying to do here.

Police Chief Bailey stated that he doesn't disagree with him about taking that responsibility off of the council members and putting it where it belongs. He said that he doesn't think that is a bad idea.

Mr. Blair stated that all they are asking the board of works to do is come up with some tools and ways to improve this. He said that Mr. Summers has helped him with a lot of things that have been very good and asked why don't we put him to use to come up with some solutions? He stated that his district and the 5th district have a lot of neighborhoods and they don't see the improvements that they see in some of these other situations. He said that he is the first one to say take care of the worst problems first, but now that we have solved a lot of problems elsewhere, let's go ahead and make improvements in our data, traffic violations and so forth.

Mr. Applegate stated that he thinks they need to make sure that they are all on the same page as far as how these issues get logged and feels that is what their part should be in it.

Mr. Blair stated that he thinks they need to formalize things. He said a couple of years ago, because of his request, the safety committee got together on this issue and nothing happened. He stated that they talked with consultants and got some good information but nothing transpired and they did not get any results. He said let's put something formal together and put some deadlines in there so that we can get something accomplished. He also said that if they want to modify the resolution, that's great because there are nine of us and he guarantees that the nine of them can come up with a better resolution.

Mr. Turner stated that he doesn't feel comfortable that there is a process in place.

Mr. Aebersold stated that he thinks the process is with the council and it doesn't need to go anywhere else. He said that they need to come up with a formal process of how they are going to collect this information. He also said that he thinks if the council passed the resolution, it won't go anywhere and will still be sitting there in a couple of years. He added that they can put something on the city's website where people can log their traffic complaints or have forms that people can fill out if they can't go on the website.

Mr. Applegate stated that he thinks that the city is doing a great job looking forward, and as a whole, he does feel that they need a beginning process to help Mr. Summers, the police department, etc. to do their jobs better.

Mr. Caesar asked if he wanted to establish a new committee or keep the same committee.

Mr. Applegate stated that he feels that the safety and traffic committee can work on a process and bring something back.

COMMUNICATIONS PUBLIC: R-22-04 Advanced Fabricators Inc. and LoganDarby LLC

COMMUNICATIONS PETITIONER: R-22-04 Advanced Fabricators Inc. and LoganDarby LLC

R-22-04 Amended Resolution Concerning Statement of Benefits R-14-05 for Advanced Fabricators Inc. and LoganDarby LLC by the Common Council of the City of New Albany Collier

Mrs. Collier introduced R-22-04 and moved to approve, Mr. Phipps second, all voted in favor.

Mrs. Collier stated that this is just an amendment to add LoganDarby LLC and it does not make any additions or extensions to the original abatement.

Mr. Blair asked how this request originated?

Mrs. Collier stated that it originated from the Floyd County Auditor's Office.

Mr. Staten stated that the request came by request of the auditor to add the LLC that owns the building to the resolution when it comes to real estate tax abatements.

Mr. Blair asked if it is just a cleanup item?

Mr. Staten replied yes and stated that it is essentially adding four words to the resolution from 2014.

BOARD APPOINTMENTS:

COMMUNICATIONS – PUBLIC (NON-AGENDA ITEMS):

ADJOURN:

There being no further business before the board, the meeting adjourned at 8:20 p.m.

Jason Applegate, President

Vicki Glotzbach, City Clerk