

CITY MANAGER'S NEWSLETTER
OCTOBER 6, 2023

IMPORTANT COUNCIL DATES:

October 8, Sunday, 2 – 5 p.m. – Family Fall Festival/Scarecrow Row (Shafor Park)
October 16, Monday, 5 p.m. – Work Session (30 Park)
October 17, Tuesday, 5:30 p.m. – BRC (30 Park)
October 23, Monday, 5 p.m. – Council Retreat (30 Park)
November 6, Monday, 6:30 p.m. – Regular Session (30 Park)
November 20, Monday, 5 p.m. – Work Session (30 Park)
November 28, Tuesday, 5:30 p.m. – BRC Meeting (30 Park)
December 4, Monday, 6:30 p.m. – Regular Session (30 Park)
December 10, Sunday, 6:30 p.m. – Holiday of Lights (Shafor Park)

BUSINESS UPDATE:

- **Family Fall Festival/Scarecrow Row:** The big event is this Sunday. Enclosed are *Register* articles. The scarecrow building takes place from 9 a.m. to 3 p.m., with judging around 3:30. We anticipate 25 scarecrows being built. The Family Fall Festival is at Shafor Park from 2 to 5 p.m.
- **3.75 Mill Levy Renewal:** Enclosed is a letter that is being mailed today to all Oakwood residents about the 3.75 mill levy not being on the November 7 ballot. Also enclosed are *DDN* and *Register* articles, and a draft of the new timeline.
- **September Income Tax Receipts:** Enclosed is the September report showing that gross receipts are 0.80% below last year and net receipts are 1.23% below.
- **September Finance Report:** Enclosed are the September finance report and Cindy's highlights memo.
- **BRC:** Enclosed are draft minutes of the September 12 meeting.
- **Home Sales:** Enclosed is the September sales report showing that 83% of the properties sold above appraised value.
- **City Meetings:** Enclosed is a *DDN* article announcing our upcoming public meetings.
- **BZA:** At the September 14 BZA meeting, the Board tabled an application for a new home at 1030 Runnymede requesting that the applicant provide additional design and architectural information. The applicant has decided to withdraw their application and is redesigning the home to fit within the setback requirements. Enclosed is a memo cancelling the October 12 BZA meeting.
- **Johnny Appleseed:** Enclosed is a *Register* article about our 2023 tree planting program.

- Five Points: Enclosed are the following:
 - Comment forms received this week.
 - Email exchange with ODOT and Jim Murphy, 815 Harman Avenue.
 - Email exchange with ODOT and Steve Stanley, 615 Oakwood Avenue.
- Document Shred: We had 193 residents and three non-residents, for a total of 196 people, attend the shred event on Saturday. Kudos to Lori Stacel for organizing it and to Doug Spittler for overseeing the event itself.



- Safety Belt Task Force: Chief Hill is serving on a statewide Safety Belt Task Force, and attended his first meeting in Columbus on Tuesday. He is one of two Ohio police chiefs selected to represent the Ohio Association of Chiefs of Police on the committee. The committee is comprised of both public and private sector members. The committee was developed in response to the decrease in seat belt usage rate. The usage rate in Ohio is well below the national average. In 2022, the observed seat belt usage rate in Ohio was 80.8%, which places Ohio in the bottom 10 of all states. Ohio had 527 unbelted traffic fatalities in 2022 with 37 being in Montgomery County. Oregon leads the nation with an observed usage rate of 96.5%. The committee plans to meet four times over the next several months and will be responsible for making recommendations to various state agencies on strategies to address this important issue. Strategies could include proposed legislative changes, training, policy recommendations, and developing a public awareness campaign.

HAVE A GREAT WEEKEND!

TRANSMITTALS NOTED WITHIN NEWSLETTER

Register articles re: Family Fall Festival/Scarecrow Row
 Letter, DDN & Register articles & Timeline re: 3.75 Mill Levy Renewal
 September Income Tax Receipts
 September Finance Report & Cindy's Highlights Memo
 Draft BRC Minutes
 September Home Sales
 DDN article re: City Meetings
 BZA Cancellation Memo
 Register article re: Johnny Appleseed
 Five Points Comment Forms & Emails

Family Fall Festival at Shafor Park Oct. 8

The City of Oakwood's Family Fall Festival will be held from 2-5 p.m. Sunday, Oct. 8, at Shafor Park.

Come and enjoy an afternoon full of fun, old-fashioned games, food and entertainment for the whole family.



Activities include pumpkin painting, a costume parade around the park, family pictures, face painting, an appearance by the Oakwood High School Band, and announcement of the Scarecrow Row contest winners.

The day's schedule includes:

- 2 p.m. Festival opens
- 2:15 p.m. Oakwood High School Band
- 2-5 p.m. Games and Activities
- 2:30 p.m. Costume Parade (ages 10 and under) - Costumes will be judged
- 2:45 p.m. Pumpkin Princess, Prince crowned
- 3 p.m. Witches Walk
- 4:45 p.m. Scarecrow Row contest winners announced.

OR 10/4/23

Scarecrow Row contest deadline nears

Oakwood's annual Scarecrow Building Contest is open to Oakwood scout troops, church and school organizations, businesses, individuals and families.

Registration packets are available from the Oakwood Community Center business office. Application deadline

is Thursday, Oct. 5, at 9 p.m. at the OCC. Each packet contains the rules and regulations for the program as well as the building guidelines and an entry form to be completed and returned to the OCC for an assigned location.

Building and placement of scarecrows will take place from 9 a.m.

to 3 p.m. on Sunday, Oct. 8. Prizes will be awarded and winners announced on the city's website, Facebook page and in Oct. 11 issue of *The Oakwood Register*.

For more information call the Oakwood Community Center at (937) 298-0775.

OR 10/4/23



City of Oakwood

Government Administration

City Council

October 6, 2023

Dear Oakwood Resident/Business,

The city of Oakwood has two voted property tax issues that generate revenue to pay for city-provided public services. Both of the tax issues have five-year terms. One of the issues is a 3.75 mill property tax that was first approved by Oakwood voters in 2013 and was renewed by Oakwood voters in 2018. It expires at the end of 2023.

The city had planned to place the levy on the November 7 ballot as a renewal, meaning it would continue to generate the same revenue as it has over the past ten years. In other words, it would not result in an increase in property taxes. Of the total property taxes paid in Oakwood, only about 8% go to the city to pay for city services.

The city completed all of the proper actions to place the renewal levy on the ballot but, as a result of a clerical error, the final paperwork was sent to the Montgomery County Auditor, rather than the Montgomery County Board of Elections. This error prevents the issue from being on the November 7 ballot. Consequently, the city's property tax levy will be delayed until the March 19, 2024 ballot. The new levy will keep the amount generated by the tax the same as the expiring levy, and the cost to the Oakwood taxpayer will be the same.

The money generated by this levy goes toward funding of Oakwood public services including such things as police, fire & emergency medical services; street maintenance; and parks, recreation and leisure services. The levy provides the city with approximately \$1.08 million annually and costs about \$93 per year for each \$100,000 in property valuation.

Voting on this tax issue in 2024, rather than 2023, means that it will not generate revenue in 2024. In other words, Oakwood property owners will not pay tax on this issue until 2025. This one-year gap will not impact Oakwood public services, as the city has cash balances to address this 2024 revenue shortfall.

Sincerely,

William Duncan
Mayor

Steven Byington
Vice Mayor

Rob Stephens
Member of Council

Anne Hilton
Member of Council

Leigh Turben
Member of Council

c: Norbert S. Klopsch, City Manager

Oakwood levy won't be on November ballot

Clerical error means \$1.1M tax issue on hold until 2024 election.

By **Nick Blizzard**
Staff Writer

OAKWOOD — An error that will keep a city property tax renewal off the November ballot was discovered late Friday afternoon.

The mistake was found after the city called the Montgomery

County Board of Elections, which told Oakwood officials it had no record of their 3.75-mill operating levy for this fall, City Manager Norbert Klopsch said.

Instead, it was later discovered that the documentation for the tax issue, which generates about \$1.1 million a year, was sent by Oakwood to the county auditor's office, according to the city.

This type of error in election filings seems uncommon, according to Warren County Board of

Elections Director Brian Sleeth, past president of the Ohio Association of Election Officials. Sleeth said in an email that he doesn't recall a similar case.

After being notified Friday, Klopsch said "we began working the problem" over the weekend while "hoping there was a remedy" on Monday.

After Montgomery County Board of Elections' officials talked with the state, it was "concluded there was nothing that could be

done," he added.

A month before the July approval to place the tax issue on the ballot, the city had sent paperwork to the auditor's office to certify the millage.

The mistake involving the levy itself was made by an Oakwood employee, but Klopsch said he takes "full responsibility" for the issue.

Klopsch declined to name the employee or say if that person faced any disciplinary action for

the error.

"The buck stops with me" he said. "It's an outstanding employee, and stuff happens. I don't want to minimize this, but we all make mistakes and this was a classic clerical error. Just a mistake. A one-time mistake."

The renewal levy expires at the end of this year and Oakwood plans to put it on the ballot in 2024, likely in the primary elec-

Oakwood continued on **B6**

Oakwood

continued from B1

tion, Klopsch said.

The levy does not increase taxes and was expected to cost the owner of a \$200,000 Oakwood home about \$186 a year, records show.

It has been used to supplement the city's general fund, covering costs such as public safety, parks and recreation, and roadway maintenance, officials have said.

Oakwood plans to draw from its cash reserves next year for the amount generated annually by the levy,

he said.

"It's not going to impact services or planned capital improvements," Klopsch added.

"We're in good shape financially. But it's obviously not sustainable."

The levy first appeared on the ballot in 2013, when it was approved by about 55% of voters. Five years later, that margin grew to about 70%, according to board of elections records.

Contact this reporter at
937-610-7438 or email
Nick.Blizzard@coxinc.com

City's 3.75-mill tax renewal will not appear on November ballot

The city of Oakwood had planned to place a 3.75-mill property tax renewal issue on the Nov. 7 ballot, but the issue will not be put before city voters next month due to a clerical error.

The city took all of the proper actions to place the renewal levy on the ballot but, as a result of a clerical error, the final paperwork was sent to the Montgomery County Auditor, rather than the Montgomery County Board of Elections. This error prevents the matter from being voted on

in November.

City officials say they will place the tax levy on the ballot in 2024 and plan to keep the total amount generated by the levy the same as the expiring levy. In other words, the 2024 levy would cost the Oakwood taxpayer the same amount as the current levy.

The money generated from the levy pays for essential public services including police, fire and emergency medical response, street and alley maintenance, and public parks.

OR

10/4/23

2024 OAKWOOD TAX LEVY

2024 Property Tax Timeline:

- Resolution of necessity and auditor certification Nov 6
- Ordinance authorizing issue to be placed on ballot Dec 4
- *Possible Special Meeting Dec 11
- Press Release explaining tax renewal Dec 5 (*or Dec 12)
- Ordinance hand-delivered to Board of Elections Dec 5 (*or Dec 12)
- Call Board of Elections to confirm ballot measure Dec 18
- Oakwood Scene newsletter article (Feb/Mar edition) Dec 18
- Letter to all citizens from BRC Feb 19
- Register article from City Council Mar 6
- Vote Mar 19

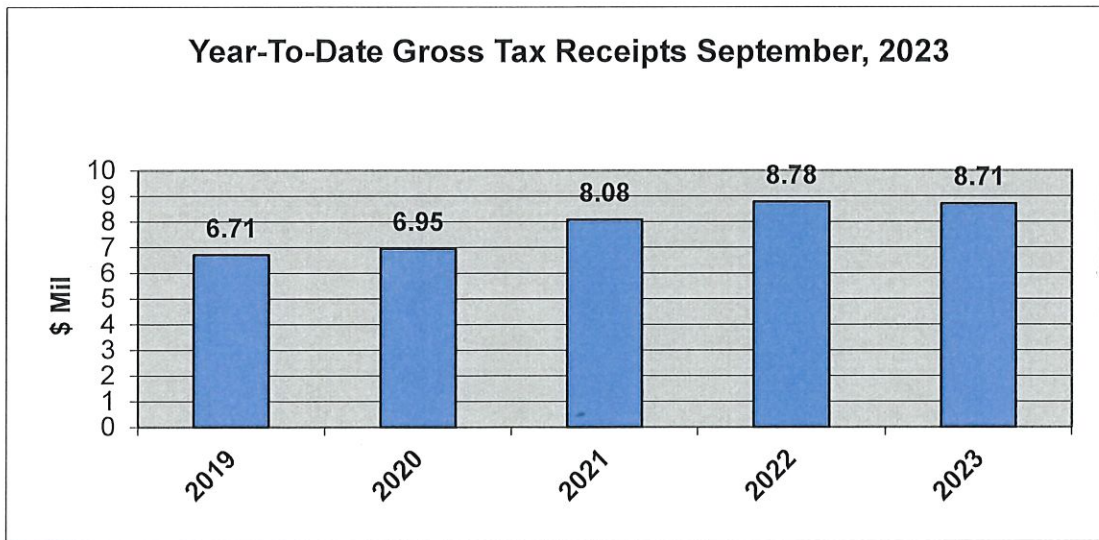
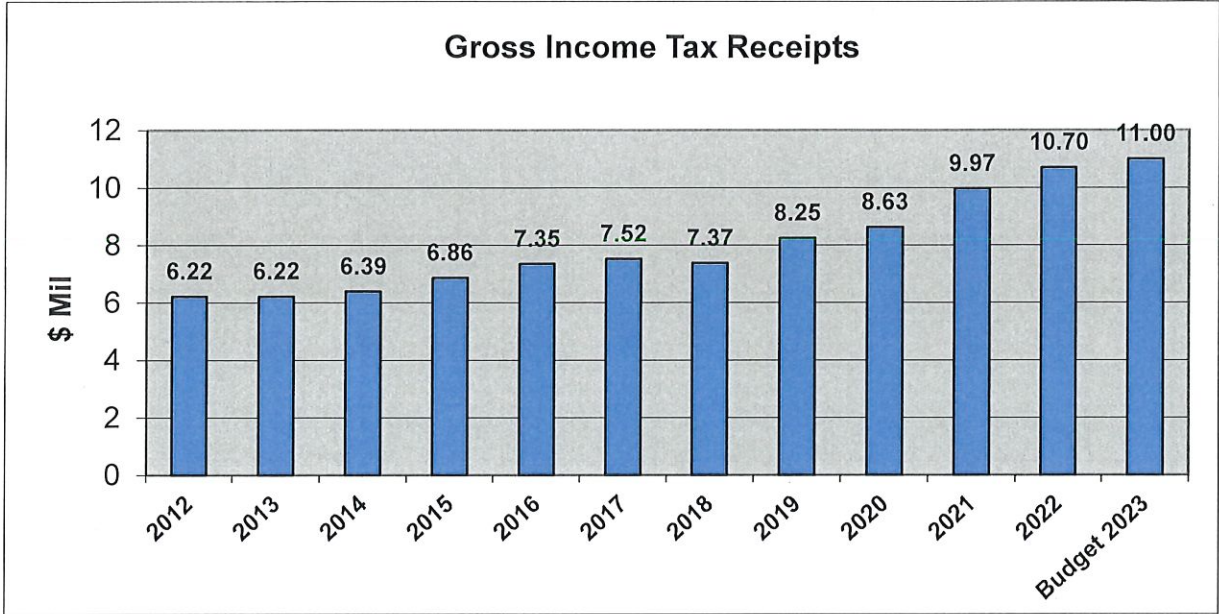
* A possible 12/11 special meeting may be needed depending on when we receive the auditor's certification, which also depends on the timing of the state valuation.

Note: The ordinance authorizing that this issue be placed on the ballot must be delivered to the Montgomery Board of Elections by no later than Wednesday, December 20, 2023.

TAX REVENUE ANALYSIS

2023

The following graphs depict total income tax receipts and do not include tax refunds issued.



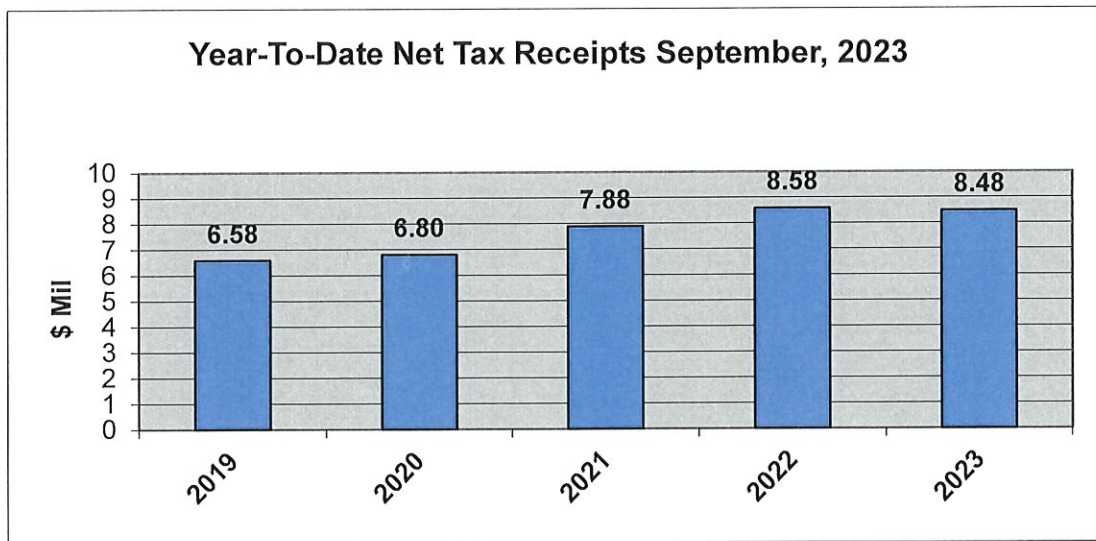
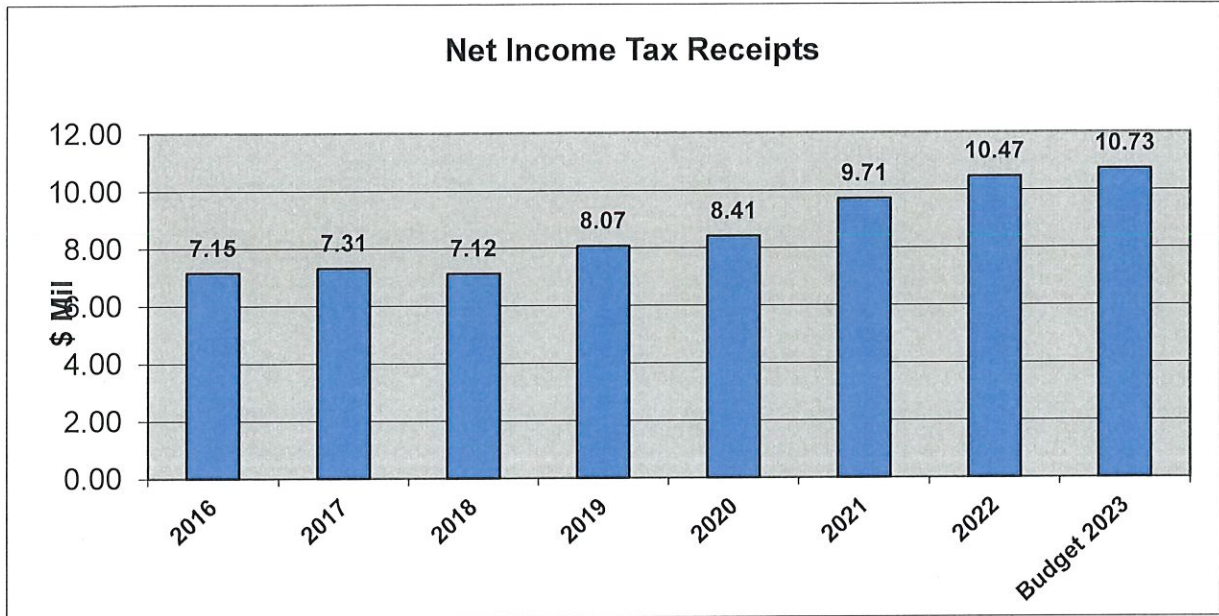
Year-To-Date Gross Collections vs Prior Year

2022	\$8,777,781.72
2023	\$8,707,447.43
Change	-0.80%

TAX REVENUE ANALYSIS

2023

The following graphs depict total income tax receipts less refunds issued.



Year-To-Date Net Collections vs Prior Year

2022	\$8,584,839.36
2023	\$8,479,550.47
Change	-1.23%

INCOME TAX COMPARISON - GROSS RECEIPTS

2021 through 2023

	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>DAILY</u> <u>INCR / (DECR)</u>	<u>MONTHLY</u> <u>INCR / (DECR)</u>	<u>YEAR-TO-DATE</u> <u>INCR / (DECR)</u>
JANUARY	\$1,178,107.88	\$1,206,895.03	\$1,187,541.97	N/A	(\$19,353.06)	(\$19,353.06)
FEBRUARY	\$562,861.33	\$589,786.40	\$704,541.69	N/A	\$114,755.29	\$95,402.23
MARCH	\$707,232.33	\$774,848.77	\$700,349.49	N/A	(\$74,499.28)	\$20,902.95
APRIL	\$965,250.67	\$1,525,835.38	\$1,616,405.65	N/A	\$90,570.27	\$111,473.22
MAY	\$1,672,604.34	\$1,439,747.23	\$1,606,605.06	N/A	\$166,857.83	\$278,331.05
JUNE	\$1,030,290.33	\$1,049,802.24	\$779,738.25	N/A	(\$270,063.99)	\$8,267.06
JULY	\$601,035.27	\$622,825.88	\$736,266.50	N/A	\$113,440.62	\$121,707.68
AUGUST	\$582,800.20	\$778,874.65	\$611,330.64	N/A	(\$167,544.01)	(\$45,836.33)
SEPTEMBER	\$783,154.97	\$789,166.14	\$764,668.18	N/A	(\$24,497.96)	(\$70,334.29)
OCTOBER	\$616,709.11	\$820,891.56		N/A		
NOVEMBER	\$651,147.77	\$646,466.31		N/A		
DECEMBER	\$618,792.43	\$494,045.92		N/A		
TOTAL	\$9,969,986.63	\$10,739,185.51	\$8,707,447.43			
	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>DAILY</u> <u>INCR / (DECR)</u>	<u>MONTHLY</u> <u>INCR / (DECR)</u>	<u>YEAR-TO-DATE</u> <u>INCR / (DECR)</u>
SEPTEMBER						
1	3,165.29	2,819.40	9,517.80	\$6,698.40	\$6,698.40	(\$39,137.93)
2	35,196.56	7,722.04	0.00	(\$7,722.04)	(\$1,023.64)	(\$46,859.97)
3	13,192.79	0.00	0.00	\$0.00	(\$1,023.64)	(\$46,859.97)
4	0.00	0.00	0.00	\$0.00	(\$1,023.64)	(\$46,859.97)
5	0.00	0.00	7,593.69	\$7,593.69	\$6,570.05	(\$39,266.28)
6	0.00	11,840.01	42,519.81	\$30,679.80	\$37,249.85	(\$8,586.48)
7	23,038.67	36,095.33	11,736.39	(\$24,358.94)	\$12,890.91	(\$32,945.42)
8	15,580.04	20,222.88	13,635.25	(\$6,587.63)	\$6,303.28	(\$39,533.05)
9	8,781.38	32,392.63	0.00	(\$32,392.63)	(\$26,089.35)	(\$71,925.68)
10	45,866.29	0.00	0.00	\$0.00	(\$26,089.35)	(\$71,925.68)
11	0.00	0.00	17,895.59	\$17,895.59	(\$8,193.76)	(\$54,030.09)
12	0.00	44,448.77	44,018.68	(\$430.09)	(\$8,623.85)	(\$54,460.18)
13	68,774.08	43,117.68	65,747.31	\$22,629.63	\$14,005.78	(\$31,830.55)
14	81,543.47	82,914.21	67,338.45	(\$15,575.76)	(\$1,569.98)	(\$47,406.31)
15	111,608.56	53,040.81	180,181.40	\$127,140.59	\$125,570.61	\$79,734.28
16	115,022.61	187,349.97	0.00	(\$187,349.97)	(\$61,779.36)	(\$107,615.69)
17	72,097.28	0.00	0.00	\$0.00	(\$61,779.36)	(\$107,615.69)
18	0.00	0.00	71,962.31	\$71,962.31	\$10,182.95	(\$35,653.38)
19	0.00	53,433.91	93,163.67	\$39,729.76	\$49,912.71	\$4,076.38
20	31,829.81	68,124.32	15,832.05	(\$52,292.27)	(\$2,379.56)	(\$48,215.89)
21	85,164.16	4,047.85	11,298.57	\$7,250.72	\$4,871.16	(\$40,965.17)
22	150.00	1,317.92	40,759.72	\$39,441.80	\$44,312.96	(\$1,523.37)
23	480.50	3,765.09	0.00	(\$3,765.09)	\$40,547.87	(\$5,288.46)
24	7,444.01	0.00	0.00	\$0.00	\$40,547.87	(\$5,288.46)
25	0.00	0.00	11,044.21	\$11,044.21	\$51,592.08	\$5,755.75
26	0.00	4,244.71	10,247.27	\$6,002.56	\$57,594.64	\$11,758.31
27	10,078.05	41,299.03	7,079.95	(\$34,219.08)	\$23,375.56	(\$22,460.77)
28	6,334.73	45,755.51	5,952.78	(\$39,802.73)	(\$16,427.17)	(\$62,263.50)
29	38,301.62	12,287.62	37,143.28	\$24,855.66	\$8,428.49	(\$37,407.84)
30	9,505.07	32,926.45	0.00	(\$32,926.45)	(\$24,497.96)	(\$70,334.29)
TOTAL	\$783,154.97	\$789,166.14	\$764,668.18	\$24,497.96		
				TO MATCH		
				SEPTEMBER'22		

Financial Reports



**thru the Month of September
Fiscal Year 2023**

**Fund Balance Report Reflecting Year-to-Date Receipts and Expenditures, including Prior-Year Obligations and Encumbrances
for the period ended September 30, 2023
GENERAL CITY SERVICES FUNDS**

#	Fund Name	Beginning Unencumbered Balance	Encumbrances	Beginning Cash Balance	Y-T-D Total Receipts	Available Funds	Y-T-D Total Disbursements	Ending Cash Balance	Encumbrances	Ending Unencumbered Balance	Change in Cash Balance	Change in Unencumbered Balance
General Fund												
101	General	9,305,059	80,227	9,385,286	12,016,974	21,402,260	12,463,365	8,938,895	561,256	8,377,639	(446,391)	(927,420)
Major Operating Funds												
220	Street Maintenance and Repair	500,000	54,257	554,257	1,173,838	1,728,095	1,078,907	649,188	149,188	500,000	94,931	-
228	Leisure Activity	500,000	18,680	518,680	984,889	1,503,569	852,841	650,728	150,728	500,000	132,048	-
230	Health	154,819	583	155,402	149,766	305,168	122,004	183,164	15,057	168,107	27,762	13,288
510	Sidewalk, Curb & Apron	200,000	-	200,000	217,207	417,207	54,813	362,394	170,977	191,417	162,394	(8,583)
308	Equipment Replacement	1,216,820	273,454	1,490,274	609,962	2,100,236	356,503	1,743,733	283,303	1,460,430	253,459	243,610
309	Capital Improvement	1,218,874	395,362	1,614,236	1,250,000	2,864,236	1,094,808	1,769,428	462,688	1,306,740	155,192	87,866
707	Service Center	100,000	14,136	114,136	636,865	751,001	556,914	194,087	94,087	100,000	79,951	-
Other Funds												
208	Bullock Endowment Trust	50,852	-	50,852	927	51,779	-	51,779	500	51,279	927	427
209	MLK Community Recognition	-	-	-	-	-	-	-	-	-	-	-
210	Special Improvement District Assessment	5,586	-	5,586	117,306	122,892	122,892	-	-	-	(5,586)	(5,586)
211	Smith Memorial Gardens	400,000	2,686	402,686	81,123	483,809	73,379	410,430	10,430	400,000	7,744	-
212	Indigent Drivers Alcohol Treatment	39,648	-	39,648	1,639	41,287	-	41,287	-	41,287	1,639	1,639
213	Enforcement and Education	9,875	-	9,875	-	9,875	-	9,875	-	9,875	-	-
214	Law Enforcement	18,272	-	18,272	-	18,272	-	18,272	-	18,272	-	-
215	Drug Law Enforcement	-	-	-	-	-	-	-	-	-	-	-
216	Police Pension	-	-	-	-	-	-	-	-	-	-	-
217	Court Clerk Computerization	45,914	1,123	47,037	4,755	51,792	2,947	48,845	4,444	44,401	1,808	(1,513)
218	Court Computerization	41,425	-	41,425	2,180	43,605	2,564	41,041	2,943	38,098	(384)	(3,327)
219	Court Special Projects	50,442	-	50,442	3,728	54,170	810	53,360	2,690	50,670	2,918	228
221	OneOhio Fund	5,750	-	5,750	13,468	19,218	-	19,218	-	19,218	13,468	13,468
224	State Highway Improvement	149,602	18,462	168,064	35,330	203,394	28,084	175,310	26,776	148,534	7,246	(1,068)
240	Public Safety Endowment	193,684	-	193,684	3,378	197,062	26,149	170,913	2,910	168,003	(22,771)	(25,681)
250	Special Projects	3,522,798	-	3,522,798	1,081,512	4,604,310	-	4,604,310	-	4,604,310	1,081,512	1,081,512
310	Issue 2 Projects	-	-	-	-	-	-	-	-	-	-	-
311	Public Facilities	-	-	-	-	-	-	-	-	-	-	-
312	Local Coronavirus Relief	-	-	-	-	-	-	-	-	-	-	-
313	Local Fiscal Recovery Fund	939,792	-	939,792	-	939,792	-	939,792	939,792	-	-	(939,792)
414	Bond Retirement	-	-	-	-	-	-	-	-	-	-	-
508	Electric Street Lighting	100,000	30,600	130,600	184,239	314,839	124,284	190,555	59,492	131,063	59,955	31,063
706	Self-Funding Insurance Trust	25,000	-	25,000	6,029	31,029	5,595	25,434	434	25,000	434	-
810	Fire Insurance Trust	-	-	-	-	-	-	-	-	-	-	-
811	Contractors Permit Fee	-	-	-	500	500	-	500	-	500	500	500
Total		18,794,212	889,570	19,683,782	18,575,615	38,259,397	16,966,859	21,292,538	2,937,695	18,354,843	1,608,756	(439,369)

CHART NE1

**Current Revenue as Compared to Annual Estimates
for the period ended September 30, 2023
GENERAL CITY SERVICES FUNDS**

#	Fund Name	Budgeted Outside Receipts	YTD Outside Receipts	% of Budget	Net Difference (\$)	Budgeted Transfer Receipts	YTD Transfer Receipts	% of Budget	Budgeted Total Receipts	YTD Total Receipts	% of Budget
General Fund											
101	General	14,212,502	12,016,974	85	(2,195,528)	-	-	-	14,212,502	12,016,974	85
Major Operating Funds											
220	Street Maintenance and Repair	610,500	470,802	77	(139,698)	889,488	703,036	79	1,499,988	1,173,838	78
228	Leisure Activity	537,150	488,977	91	(48,173)	785,555	495,912	63	1,322,705	984,889	74
230	Health	161,224	149,766	93	(11,458)	23,716	-	-	184,940	149,766	81
510	Sidewalk, Curb & Apron	95,000	85,507	90	(9,493)	131,700	131,700	100	226,700	217,207	96
308	Equipment Replacement	-	9,962	-	9,962	600,000	600,000	100	600,000	609,962	102
309	Capital Improvement	-	-	-	-	1,200,000	1,250,000	104	1,200,000	1,250,000	104
707	Service Center	309,671	253,072	82	(56,599)	460,304	383,793	83	769,975	636,865	83
Other Funds											
208	Bullock Endowment Trust	300	927	309	627	-	-	-	300	927	309
209	MLK Community Recognition	-	-	-	-	-	-	-	-	-	-
210	Special Improvement District Assessment	117,306	117,306	100	-	-	-	-	117,306	117,306	100
211	Smith Memorial Gardens	54,600	51,257	94	(3,343)	87,515	29,866	34	142,115	81,123	57
212	Indigent Drivers Alcohol Treatment	2,600	1,639	63	(961)	-	-	-	2,600	1,639	63
213	Enforcement and Education	200	-	-	(200)	-	-	-	200	-	-
214	Law Enforcement	-	-	-	-	-	-	-	-	-	-
215	Drug Law Enforcement	-	-	-	-	-	-	-	-	-	-
216	Police Pension	-	-	-	-	-	-	-	-	-	-
217	Court Clerk Computerization	8,000	4,755	59	(3,245)	-	-	-	8,000	4,755	59
218	Court Computerization	4,200	2,180	52	(2,020)	-	-	-	4,200	2,180	52
219	Court Special Projects	7,000	3,728	53	(3,272)	-	-	-	7,000	3,728	53
221	OneOhio Fund	5,750	13,468	234	7,718	-	-	-	5,750	13,468	234
224	State Highway Improvement	47,250	35,330	75	(11,920)	-	-	-	47,250	35,330	75
240	Public Safety Endowment	1,300	3,378	260	2,078	-	-	-	1,300	3,378	260
250	Special Projects	4,800	81,512	1,698	76,712	1,000,000	1,000,000	100	1,004,800	1,081,512	108
310	Issue 2 Projects	-	-	-	-	-	-	-	-	-	-
311	Public Facilities	-	-	-	-	-	-	-	-	-	-
312	Local Coronavirus Relief	-	-	-	-	-	-	-	-	-	-
313	Local Fiscal Recovery Fund	-	-	-	-	-	-	-	-	-	-
414	Bond Retirement	-	-	-	-	-	-	-	-	-	-
508	Electric Street Lighting	125,000	136,839	109	11,839	47,400	47,400	100	172,400	184,239	107
706	Self-Funding Insurance Trust	-	-	-	-	17,500	6,029	34	17,500	6,029	34
810	Fire Insurance Trust	-	-	-	-	-	-	-	-	-	-
811	Contractors Permit Fee	2,000	500	25	(1,500)	-	-	-	2,000	500	25
Total		16,306,353	13,927,879	85	(2,378,474)	5,243,178	4,647,736	89	21,549,531	18,575,615	86

**Current Disbursements, including Encumbrances, as Compared to Annual Estimates
for the period ended September 30, 2023**

GENERAL CITY SERVICES FUNDS

#	Fund Name	Budgeted Outside Disbursements	YTD Outside Disbursements	% of Budget	Encumbrances	YTD Outside Disbursements & Encumbrances	% of Budget	Budgeted Transfer Disbursements	YTD Transfer Disbursements	% of Budget	Budgeted Total Disbursements	YTD Total Disb., Enc. & Tfrs	% of Budget
General Fund													
101	General	9,855,270	6,974,529	71	561,256	7,535,785	76	6,100,890	5,488,836	90	15,956,160	13,024,621	82
Major Operating Funds													
220	Street Maintenance and Repair	1,360,657	917,387	67	149,188	1,066,575	78	193,588	161,520	83	1,554,245	1,228,095	79
228	Leisure Activity	1,337,585	849,701	64	150,728	1,000,429	75	3,800	3,140	83	1,341,385	1,003,569	75
230	Health	172,948	118,864	69	15,057	133,921	77	3,800	3,140	83	176,748	137,061	78
510	Sidewalk, Curb & Apron	226,700	54,813	24	170,977	225,790	100	-	-	-	226,700	225,790	100
308	Equipment Replacement	946,954	356,503	38	283,303	639,806	68	-	-	-	946,954	639,806	68
309	Capital Improvement	1,881,962	1,094,808	58	462,688	1,557,496	83	-	-	-	1,881,962	1,557,496	83
707	Service Center	784,111	556,914	71	94,087	651,001	83	-	-	-	784,111	651,001	83
Other Funds													
208	Bullock Endowment Trust	500	-	-	500	500	100	-	-	-	500	500	100
209	MLK Community Recognition	-	-	-	-	-	-	-	-	-	-	-	-
210	Special Improvement District Assessment	122,892	122,892	100	-	122,892	100	-	-	-	122,892	122,892	100
211	Smith Memorial Gardens	144,801	73,379	51	10,430	83,809	58	-	-	-	144,801	83,809	58
212	Indigent Drivers Alcohol Treatment	1,500	-	-	-	-	-	-	-	-	1,500	-	-
213	Enforcement and Education	1,500	-	-	-	-	-	-	-	-	1,500	-	-
214	Law Enforcement	3,000	-	-	-	-	-	-	-	-	3,000	-	-
215	Drug Law Enforcement	-	-	-	-	-	-	-	-	-	-	-	-
216	Police Pension	-	-	-	-	-	-	-	-	-	-	-	-
217	Court Clerk Computerization	9,623	2,947	31	4,444	7,391	77	-	-	-	9,623	7,391	77
218	Court Computerization	9,000	2,564	28	2,943	5,507	61	-	-	-	9,000	5,507	61
219	Court Special Projects	5,500	810	15	2,690	3,500	64	-	-	-	5,500	3,500	64
221	OneOhio Fund	-	-	-	-	-	-	-	-	-	-	-	-
224	State Highway Improvement	59,062	28,084	48	26,776	54,860	93	-	-	-	59,062	54,860	93
240	Public Safety Endowment	33,000	26,149	79	2,910	29,059	88	-	-	-	33,000	29,059	88
250	Special Projects	-	-	-	-	-	-	-	-	-	-	-	-
310	Issue 2 Projects	-	-	-	-	-	-	-	-	-	-	-	-
311	Public Facilities	-	-	-	-	-	-	-	-	-	-	-	-
312	Local Coronavirus Relief	-	-	-	-	-	-	-	-	-	-	-	-
313	Local Fiscal Recovery Fund	939,793	-	-	939,792	939,792	100	-	-	-	939,793	939,792	100
414	Bond Retirement	-	-	-	-	-	-	-	-	-	-	-	-
508	Electric Street Lighting	203,000	124,284	61	59,492	183,776	91	-	-	-	203,000	183,776	91
706	Self-Funding Insurance Trust	17,500	5,595	32	434	6,029	34	-	-	-	17,500	6,029	34
810	Fire Insurance Trust	-	-	-	-	-	-	-	-	-	-	-	-
811	Contractors Permit Fee	2,000	-	-	-	-	-	-	-	-	2,000	-	-
Total		18,118,858 (1)	11,310,223	62	2,937,695	14,247,918	79	6,302,078	5,656,636	90	24,420,936	19,904,554	82

(1) Prior years encumbrances closed (money not spent) as of September 30, 2023: \$ 9,759

CHART NE3

**GENERAL FUND RECEIPTS
5-YEAR HISTORY
YTD at September 30, 2023**

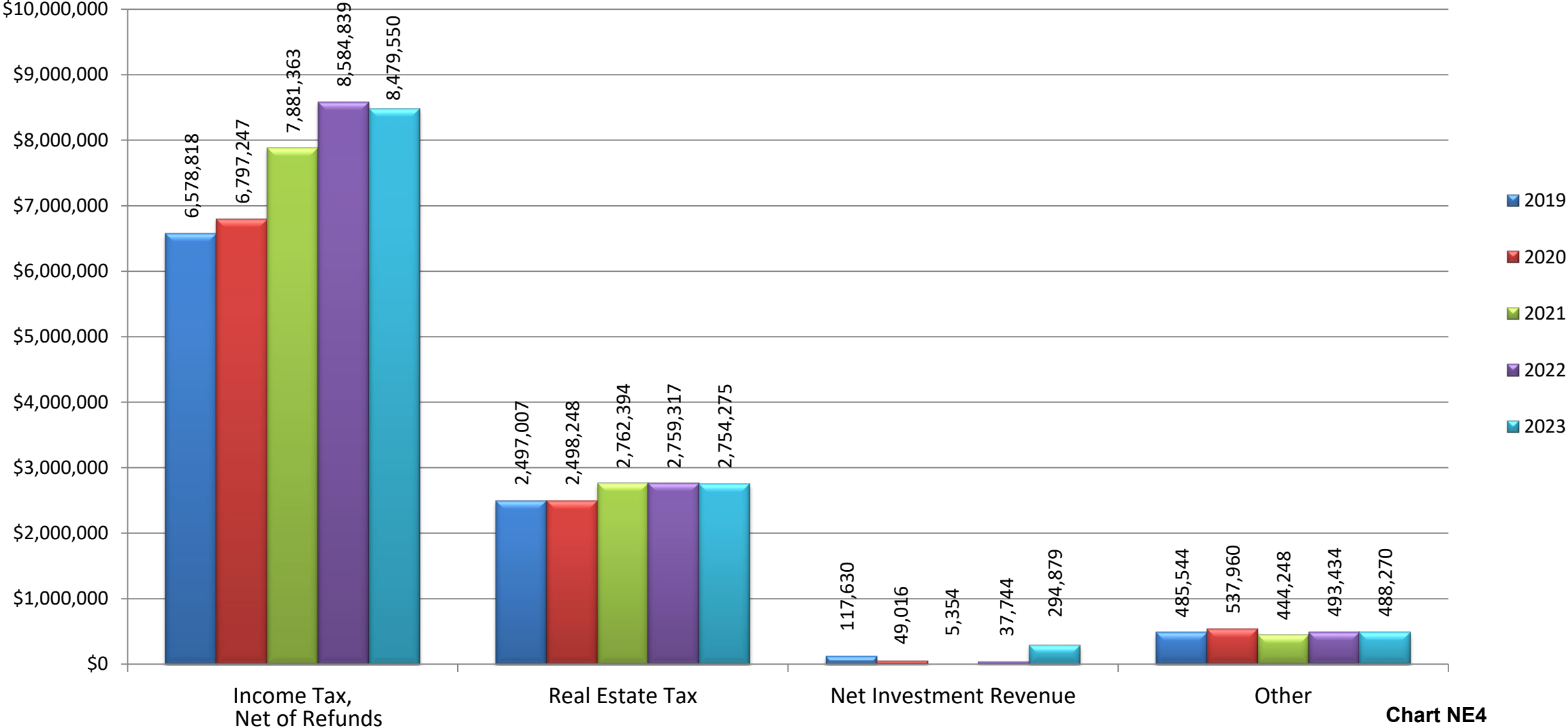
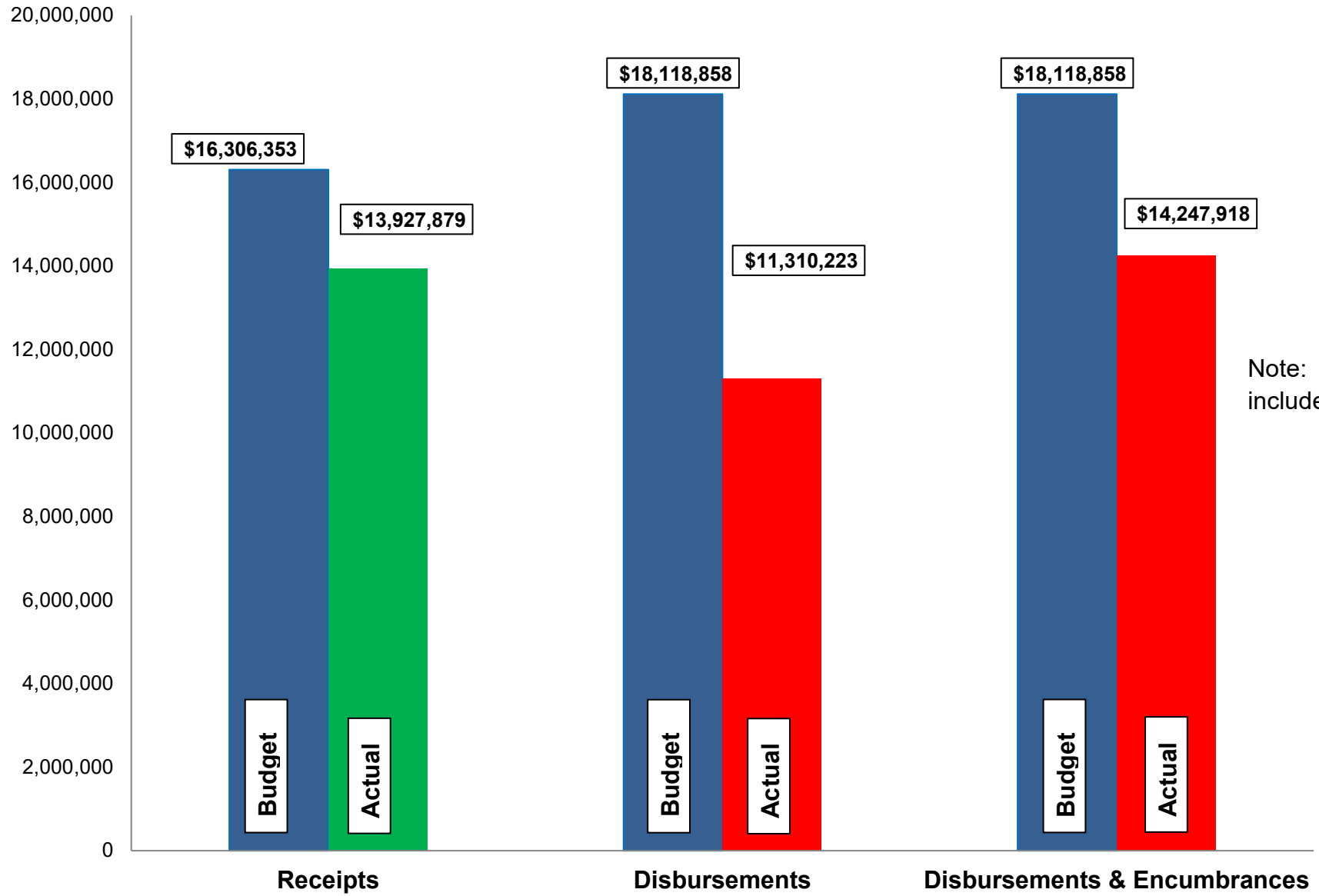


Chart NE4

**Budget, Revenues & Expenditures
as of September 30, 2023
GENERAL CITY SERVICES
(Excludes Internal Transfers)**



Note: Disbursements and Disbursements & Encumbrances bars include \$889,570 appropriated from prior year budgets.

CHART NE5

**Fund Balance Report Reflecting Year-to-Date Receipts and Expenditures, including Prior-Year Obligations and Encumbrances
for the period ended September 30, 2023
REFUSE FUND**

#	Fund Name	Beginning Unencumbered Balance	Encumbrances	Beginning Cash Balance	Y-T-D Total Receipts	Available Funds	Y-T-D Total Disbursements	Ending Cash Balance	Encumbrances	Ending Unencumbered Balance	Change in Cash Balance	Change in Unencumbered Balance
205	Refuse	418,683	21,587	440,270	1,052,043	1,492,313	1,046,563	445,750	126,611	319,139	5,480	(99,544)
206	Refuse Equipment Replacement	58,713	67,246	125,959	23,900	149,859	23,900	125,959	67,246	58,713	-	-
	Total	477,396	88,833	566,229	1,075,943	1,642,172	1,070,463	571,709	193,857	377,852	5,480	(99,544)

**Current Revenue as Compared to Annual Estimates
for the period ended September 30, 2023**

#	Fund Name	Budgeted Outside Receipts	YTD Outside Receipts	% of Budget	Net Difference (\$)	Budgeted Transfer Receipts	YTD Transfer Receipts	% of Budget	Budgeted Total Receipts	YTD Total Receipts	% of Budget
205	Refuse	1,387,100	1,052,043	76	(335,057)	-	-	-	1,387,100	1,052,043	76
206	Refuse Equipment Replacement	-	-	-	-	50,000	23,900	48	50,000	23,900	48
	Total	1,387,100	1,052,043	76	(335,057)	50,000	23,900	-	1,437,100	1,075,943	75

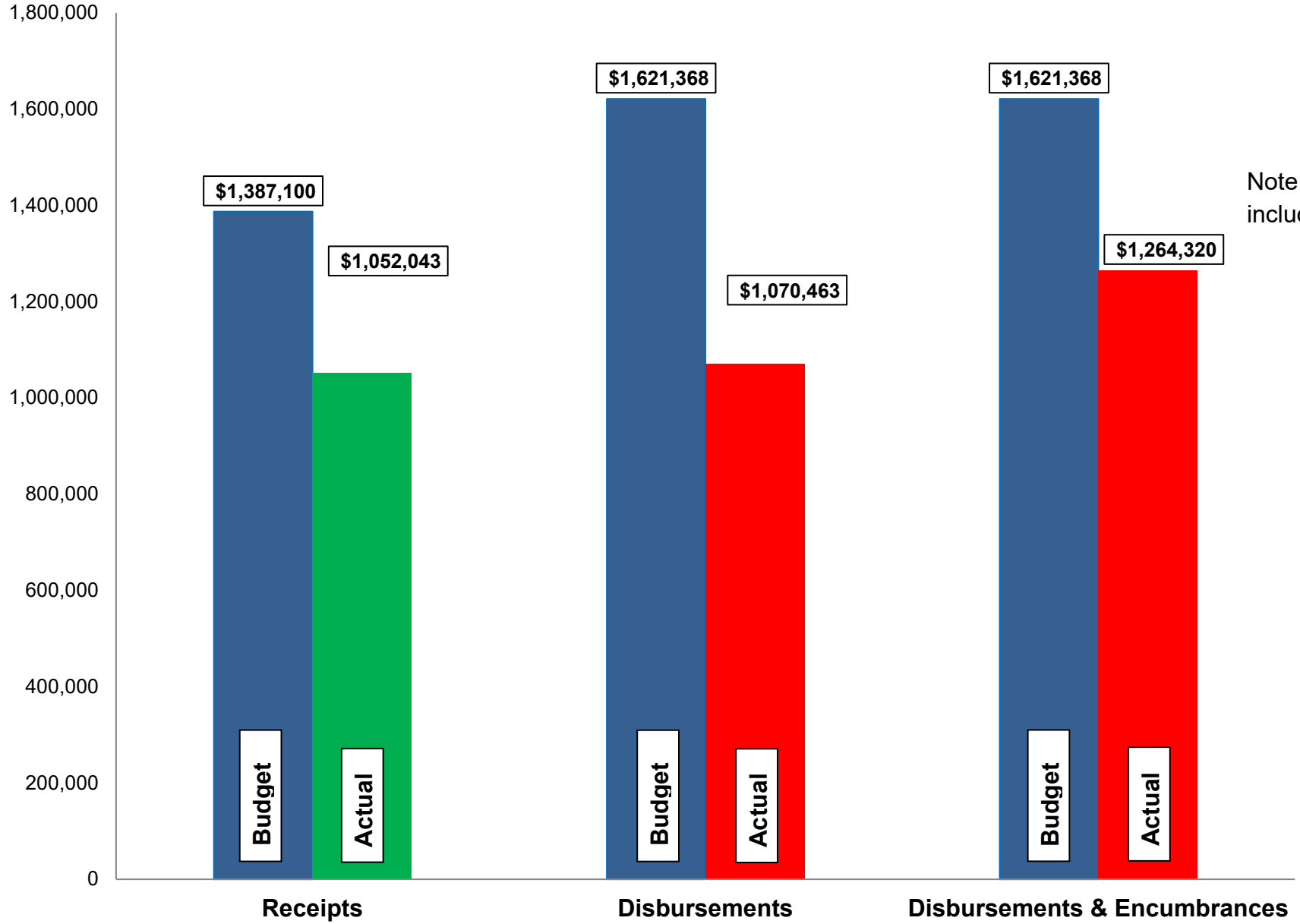
**Current Disbursements, including Encumbrances, as Compared to Annual Estimates
for the period ended September 30, 2023**

#	Fund Name	Budgeted Outside Disbursements	YTD Outside Disbursements	% of Budget	Encumbrances	YTD Outside Disbursements & Encumbrances	% of Budget	Budgeted Transfer Disbursements	YTD Transfer Disbursements	% of Budget	Budgeted Total Disbursements	YTD Total Disb., Enc. & Tfrs	% of Budget
205	Refuse	1,474,122	1,046,563	71	126,611	1,173,174	80	50,000	-	-	1,655,302	1,173,174	71
206	Refuse Equipment Replacement	147,246	23,900	16	67,246	91,146	62	-	-	-	147,246	91,146	62
	Total	1,621,368	1,070,463	66	193,857	1,264,320	78	50,000	-	-	1,802,548	1,264,320	70

(1) Prior years encumbrances closed (money not spent) as of September 30, 2023: \$ -

CHART R1

Budget, Revenues & Expenditures as of September 30, 2023 REFUSE FUNDS



Note: Disbursements and Disbursements & Encumbrances bars include \$88,833 appropriated from prior year budgets.

CHART R2

**Fund Balance Report Reflecting Year-to-Date Receipts and Expenditures, including Prior-Year Obligations and Encumbrances
for the period ended September 30, 2023
WATER FUNDS**

#	Fund Name	Beginning Unencumbered Balance	Encumbrances	Beginning Cash Balance	Y-T-D Total Receipts	Available Funds	Y-T-D Total Disbursements	Ending Cash Balance	Encumbrances	Ending Unencumbered Balance	Change in Cash Balance	Change in Unencumbered Balance
602	Waterworks	897,792	53,863	951,655	901,772	1,853,427	1,034,163	819,264	208,726	610,538	(132,391)	(287,254)
603	Water Improve/Equip Replace	392,154	64,332	456,486	205,370	661,856	239,554	422,302	38,266	384,036	(34,184)	(8,118)
Total		1,289,946	118,195	1,408,141	1,107,142	2,515,283	1,273,717	1,241,566	246,992	994,574	(166,575)	(295,372)

**Current Revenue as Compared to Annual Estimates
for the period ended September 30, 2023**

#	Fund Name	Budgeted Outside Receipts	YTD Outside Receipts	% of Budget	Net Difference (\$)	Budgeted Transfer Receipts	YTD Transfer Receipts	% of Budget	Budgeted Total Receipts	YTD Total Receipts	% of Budget
602	Waterworks	1,134,600	901,772	79	(232,828)	-	-	-	1,134,600	901,772	79
603	Water Improve/Equip Replace	-	5,370	-	5,370	200,000	200,000	100	200,000	205,370	103
Total		1,134,600	907,142	80	(227,458)	200,000	200,000	-	1,334,600	1,107,142	83

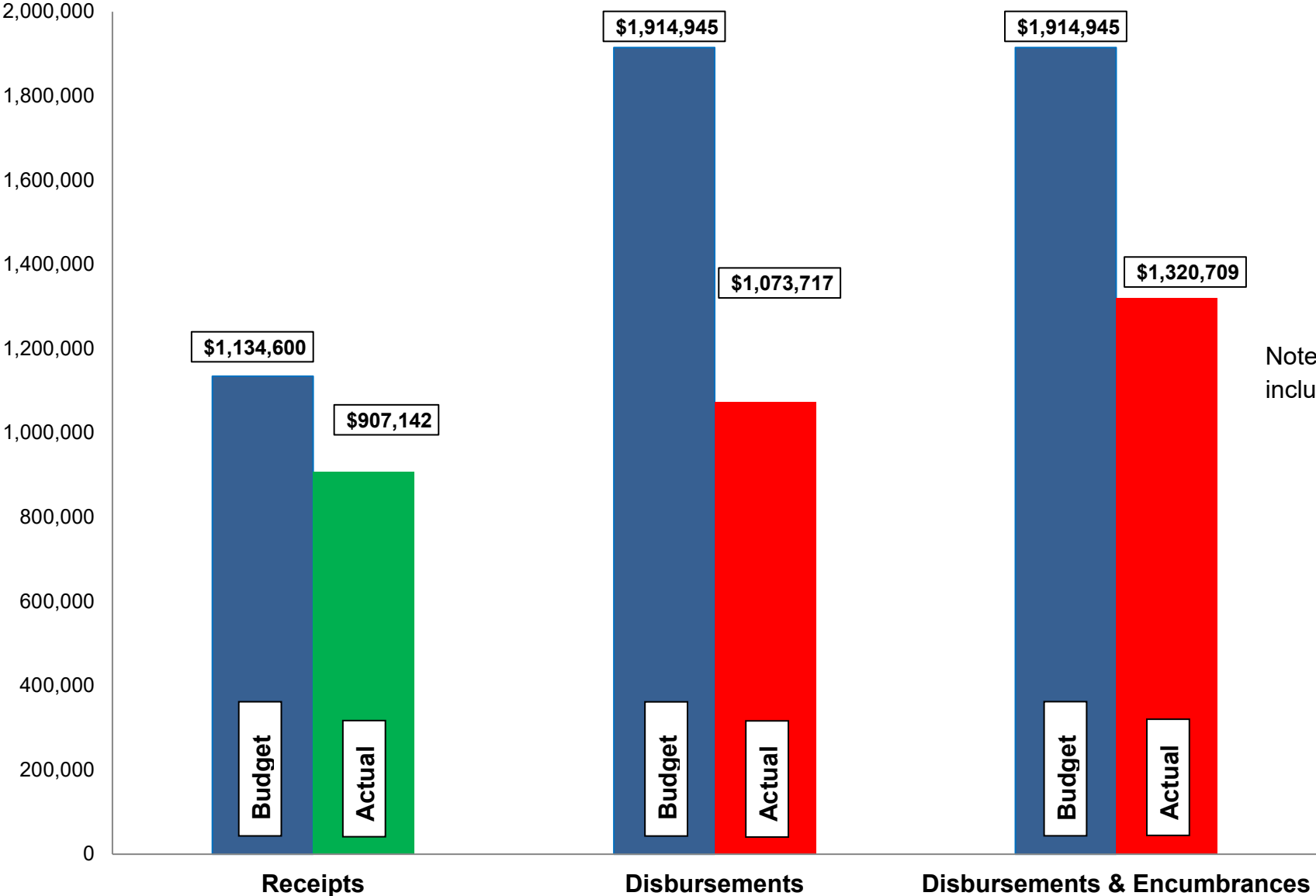
**Current Disbursements, including Encumbrances, as Compared to Annual Estimates
for the period ended September 30, 2023**

#	Fund Name	Budgeted Outside Disbursements	YTD Outside Disbursements	% of Budget	Encumbrances	YTD Outside Disbursements & Encumbrances	% of Budget	Budgeted Transfer Disbursements	YTD Transfer Disbursements	% of Budget	Budgeted Total Disbursements	YTD Total Disb., Enc. & Tfrs	% of Budget
602	Waterworks	1,371,113	834,163	61	208,726	1,042,889	76	200,000	200,000	100	1,657,869	1,242,889	75
603	Water Improve/Equip Replace	543,832	239,554	44	38,266	277,820	51	-	-	-	543,832	277,820	51
Total		1,914,945	1,073,717	56	246,992	1,320,709	69	200,000	200,000	-	2,201,701	1,520,709	69

(1) Prior years encumbrances closed (money not spent) as of September 30, 2023: \$ 819

CHART W1

**Budget, Revenues & Expenditures
as of September 30, 2023
WATER FUNDS
(Excludes Internal Transfers)**



Note: Disbursements and Disbursements & Encumbrances bars include \$118,195 appropriated from prior year budgets.

CHART W2

**Fund Balance Report Reflecting Year-to-Date Receipts and Expenditures, including Prior-Year Obligations and Encumbrances
for the period ended September 30, 2023
SANITARY SEWER FUNDS**

#	Fund Name	Beginning Unencumbered Balance	Encumbrances	Beginning Cash Balance	Y-T-D Total Receipts	Available Funds	Y-T-D Total Disbursements	Ending Cash Balance	Encumbrances	Ending Unencumbered Balance	Change in Cash Balance	Change in Unencumbered Balance
607	Sanitary Sewer Disp. and Maint.	1,586,617	161,599	1,748,216	1,429,480	3,177,696	1,540,240	1,637,456	42,838	1,594,618	(110,760)	8,001
608	Sewer Improve/Equip Replace	313,748	214,012	527,760	200,000	727,760	300,804	426,956	33,545	393,411	(100,804)	79,663
Total		1,900,365	375,611	2,275,976	1,629,480	3,905,456	1,841,044	2,064,412	76,383	1,988,029	(211,564)	87,664

**Current Revenue as Compared to Annual Estimates
for the period ended September 30, 2023**

#	Fund Name	Budgeted Outside Receipts	YTD Outside Receipts	% of Budget	Net Difference (\$)	Budgeted Transfer Receipts	YTD Transfer Receipts	% of Budget	Budgeted Total Receipts	YTD Total Receipts	% of Budget
607	Sanitary Sewer Disp. and Maint.	1,883,200	1,429,480	76	(453,720)	-	-	-	1,883,200	1,429,480	76
608	Sewer Improve/Equip Replace	-	-	-	-	200,000	200,000	100	200,000	200,000	100
Total		1,883,200	1,429,480	76	(453,720)	200,000	200,000	-	2,083,200	1,629,480	78

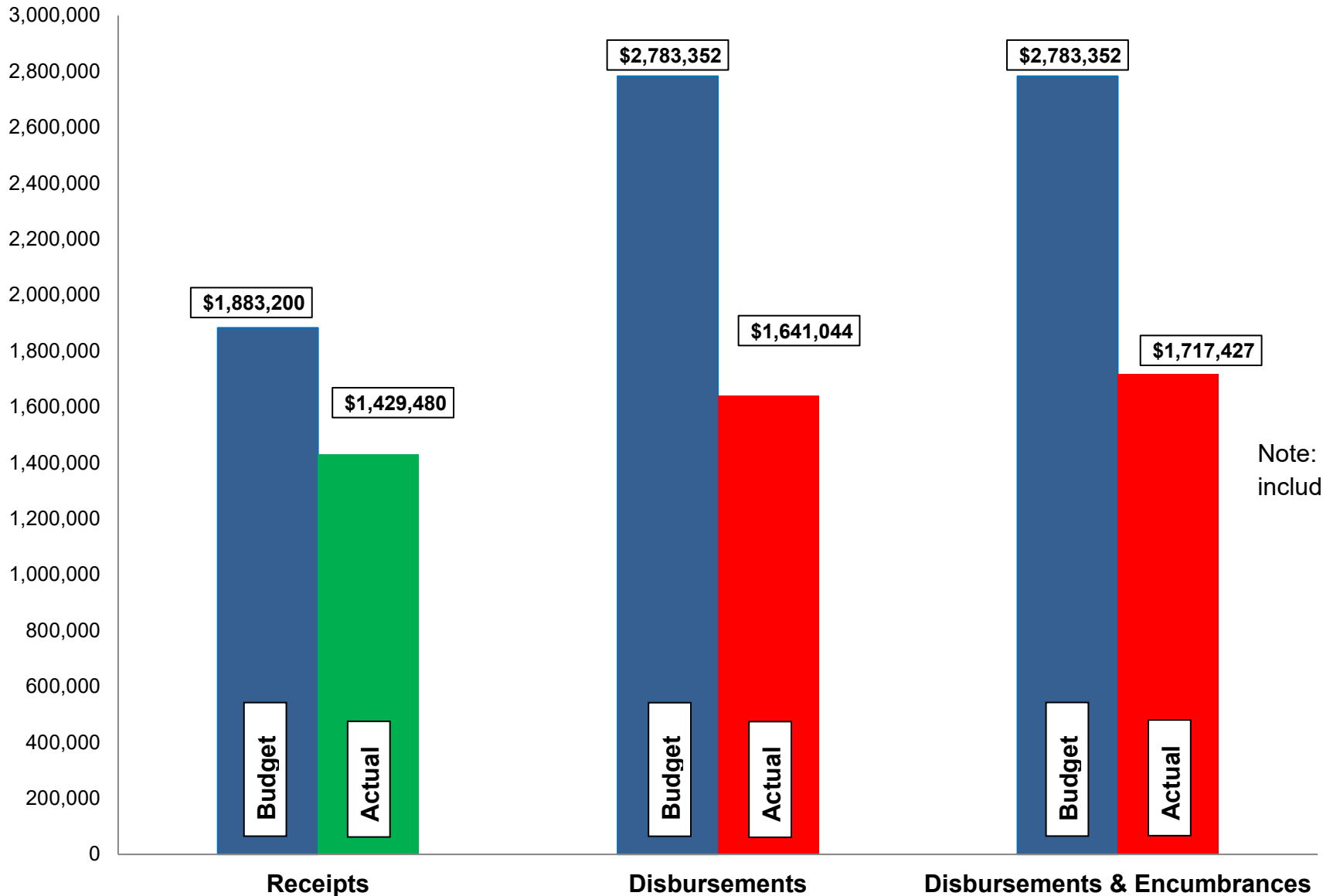
**Current Disbursements, including Encumbrances, as Compared to Annual Estimates
for the period ended September 30, 2023**

#	Fund Name	Budgeted Outside Disbursements	YTD Outside Disbursements	% of Budget	Encumbrances	YTD Outside Disbursements & Encumbrances	% of Budget	Budgeted Transfer Disbursements	YTD Transfer Disbursements	% of Budget	Budgeted Total Disbursements	YTD Total Disb., Enc. & Tfrs	% of Budget
607	Sanitary Sewer Disp. and Maint.	2,374,340	1,340,240	56	42,838	1,383,078	58	200,000	200,000	100	2,615,226	1,583,078	61
608	Sewer Improve/Equip Replace	409,012	300,804	74	33,545	334,349	82	-	-	-	409,012	334,349	82
Total		2,783,352	1,641,044	59	76,383	1,717,427	62	200,000	200,000	-	3,024,238	1,917,427	63

(1) Prior years encumbrances closed (money not spent) as of September 30, 2023: \$ 13

CHART S1

**Budget, Revenues & Expenditures
as of September 30, 2023
SANITARY SEWER FUNDS
(Excludes Internal Transfers)**



Note: Disbursements and Disbursements & Encumbrances bars include \$375,611 appropriated from prior year budgets.

CHART S2

**Fund Balance Report Reflecting Year-to-Date Receipts and Expenditures, including Prior-Year Obligations and Encumbrances
for the period ended September 30, 2023
STORMWATER FUNDS**

#	Fund Name	Beginning Unencumbered Balance	Encumbrances	Beginning Cash Balance	Y-T-D Total Receipts	Available Funds	Y-T-D Total Disbursements	Ending Cash Balance	Encumbrances	Ending Unencumbered Balance	Change in Cash Balance	Change in Unencumbered Balance
615	Stormwater Utility	404,427	4,475	408,902	397,963	806,865	386,256	420,609	56,925	363,684	11,707	(40,743)
616	Stormwater Improve/Equip Replace	104,390	275,000	379,390	1,185,000	1,564,390	308,210	1,256,180	1,190,391	65,789	876,790	(38,601)
Total		508,817	279,475	788,292	1,582,963	2,371,255	694,466	1,676,789	1,247,316	429,473	888,497	(79,344)

**Current Revenue as Compared to Annual Estimates
for the period ended September 30, 2023**

#	Fund Name	Budgeted Outside Receipts	YTD Outside Receipts	% of Budget	Net Difference (\$)	Budgeted Transfer Receipts	YTD Transfer Receipts	% of Budget	Budgeted Total Receipts	YTD Total Receipts	% of Budget
615	Stormwater Utility	466,600	397,963	85	(68,637)	-	-	-	466,600	397,963	85
616	Stormwater Improve/Equip Replace	985,000	985,000	100	-	200,000	200,000	100	1,185,000	1,185,000	100
Total		1,451,600	1,382,963	95	(68,637)	200,000	200,000	-	1,651,600	1,582,963	96

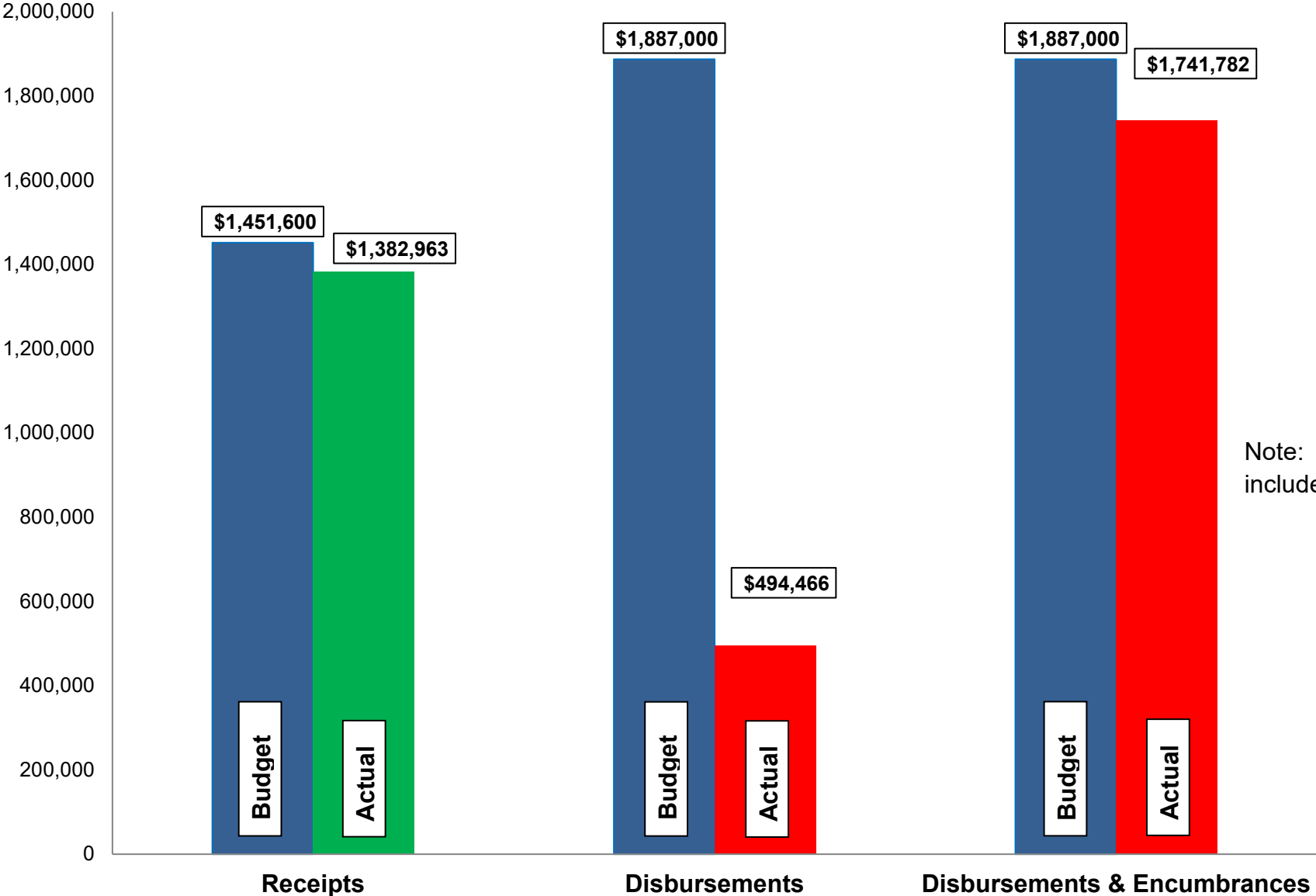
**Current Disbursements, including Encumbrances, as Compared to Annual Estimates
for the period ended September 30, 2023**

#	Fund Name	Budgeted Outside Disbursements	YTD Outside Disbursements	% of Budget	Encumbrances	YTD Outside Disbursements & Encumbrances	% of Budget	Budgeted Transfer Disbursements	YTD Transfer Disbursements	% of Budget	Budgeted Total Disbursements	YTD Total Disb., Enc. & Tfrs	% of Budget
615	Stormwater Utility	353,399	186,256	53	56,925	243,181	69	200,000	200,000	100	579,248	443,181	77
616	Stormwater Improve/Equip Replace	1,533,601	308,210	-	1,190,391	1,498,601	-	-	-	-	1,533,601	1,498,601	1
Total		1,887,000	494,466	26	1,247,316	1,741,782	92	200,000	200,000	-	2,112,849	1,941,782	92

(1) Prior years encumbrances closed (money not spent) as of September 30, 2023: \$ -

CHART ST1

**Budget, Revenues & Expenditures
as of September 30, 2023
STORMWATER FUNDS
(Excludes Internal Transfers)**



Note: Disbursements and Disbursements & Encumbrances bars include \$279,475 appropriated from prior year budgets.

CHART ST2

Subject: Monthly Financials – September

The following are the items to note when reviewing September's financials:

General City Services:

- Gross Income Tax collections are at 79.16% of the budgeted \$11.00M. April and May are normally our largest collection months. The gross and net 2023 collections are less than YTD September 2022 by 0.80% and 1.23%, respectively.
- Our Real Estate tax collections total \$2,754,275; 98.62% of budget.
- General Fund revenues are 85% of budget and total General City Services revenues are 85% of budget.
- General Fund expenditures, including encumbrances, are 76% of budget and total General City Services expenditures, including encumbrances, are 79% of budget.
- Budgeted disbursements for General City Services include \$17,179,288 in original appropriations plus the following supplemental appropriations:
 - \$985,000 approved May 1, 2023 to be transferred to the Stormwater Improvement / Equipment Replacement Fund for the Far Hills Storm Sewer Reconstruction project; and
 - \$50,000 approved May 1, 2023 for costs related to the continuation of a traffic study.
- No unusual items in the month of September.

Refuse Fund:

- Refuse revenues are approximately 76% of budget. Expenditures, including encumbrances, are approximately 78% of budget.
- Budgeted disbursements for Refuse include \$1,507,535 in original appropriations plus the following supplemental appropriation:
 - \$25,000 approved May 1, 2023 for the purchase of a refuse scooter.
- No unusual items in the month of September.

Enterprise Funds:

- Water revenues are approximately 80% of budget. Expenditures, including encumbrances, are approximately 69% of budget.
- Budgeted disbursements for Water include \$1,796,750 in original appropriations.
- Sewer revenues are approximately 76% of budget. Expenditures, including encumbrances, are approximately 62% of budget. 63% of our 2022 costs were a result of payments to Dayton and Montgomery County for wastewater treatment.
- Budgeted disbursements for Sanitary Sewer include \$2,407,741 in original appropriations.
- Stormwater revenues are approximately 95% of budget. Expenditures, including encumbrances, are approximately 92% of budget.
- Budgeted disbursements for Stormwater include \$1,607,525 in original appropriations.
- No unusual items in the month of September.

Cindy

Oakwood, Ohio
September 12, 2023

The Oakwood citizen Budget Review Committee (BRC) met at 5:30 p.m. on Tuesday, September 12, 2023. The meeting took place in the council chambers at the city building, 30 Park Avenue, and was available via the Zoom.com remote teleconferencing platform.

The following people attended:

Budget Review Committee

In-person:

Howard Boose
Dave Dickerson, Chair
Erika Endsley
Bill Frapwell, Vice Chair
John Gray
Kate Halpin
John Jervis
Amanda Malusky Krauss
Kristina Marcus
Megan O'Leary
Mark Risley
Jim Vaughn
Raya Whalen

Via Zoom:

Jeanne Boozell
Cait Botschner
Fred Dudding
Susie Elliott
Ella Himes
William Meyer
Beth Ritzert
Megan Kavanaugh

Oakwood City Council

In-person:

Mayor William Duncan
Vice Mayor Steve Byington
Council Member Rob Stephens
Council Member Anne Hilton
Council Member Leigh Turben

City Staff

In-person:

City Manager Norbert Klopsch
Leisure Services Director Carol Collins
Finance Director Cindy Stafford
Public Safety Director Alan Hill
Law Director Rob Jacques
Public Works Director Doug Spitler
City Engineer Chris Kuzma
Planning & Zoning Manager Ethan Kroger
Human Resources Manager Sangita Anand

Mayor Bill Duncan opened the meeting with a welcome. He asked the committee members to do self-introductions. He asked if there were any suggested edits to the May 16, 2023 meeting minutes. There being no edits, Mayor Duncan asked for a motion to approve those minutes. Motion to approve by Mr. Boose; second by Mr. Risley. Upon viva voce vote, motion passed and the minutes were approved.

Mayor Duncan invited Mr. Klopsch to make opening comments and deliver the meeting presentation.

Mr. Klopsch announced the promotion of Ethan Kroger to Planning & Zoning Manager and the appointment of Sangita Anand to Human Resources Manager.

Mr. Klopsch began the meeting by discussing the following:

- **Yard Debris Disposal:** The city continues to enforce the prohibition on placing yard debris in the roadways, except for leaves during the 10-week leaf collection between October and December. City staff addresses illegal dumping of yard debris in streets by imposing a \$150 fee for violations. This has resulted in much less debris in the street.
- **Staff Needs:** The competition to recruit new workers as well as retain existing ones is challenging in today's workforce. City staff continues to look for ways to stay competitive in the labor market.
- **Water System Hydraulic Model:** The City continues to analyze the water system infrastructure and develop long-range plans for various capital improvements. The model was created several years ago as an important tool in determining the best approach and timing to plan capital improvements. More information will be shared at the October 17 BRC meeting.
- **Electricity Purchasing – Opt-in Aggregation:** Mr. Jacques explained that the cost of electricity is broken down into delivery (hardware) and supply (electricity). Energy consumers have the option to choose where they purchase their electricity. They can use the default service provider, choose a third-party provider, or participate in a government aggregation program that contracts with a third-party provider. Oakwood is a member community of the Miami Valley Communications Council (MVCC), which sponsors a regional electric energy aggregation program. The program offers a competitive rate of 6.57 cents per kWh for conventional electric energy. There is also a 100% renewable energy option at 6.97 cents per kWh. The current provider is Energy Harbor (through December 2025). The Public Utilities Commission of Ohio's "Apples to Apples" website tool provides a comparison of current natural gas and electric supplier price options and contract terms from a variety of third-party natural gas and electricity sellers. The aggregation program will initially be a contract period of a little more than two years, including the remainder of this year and then all of 2024 and 2025, with a locked-in rate. The provider chosen for this program, based on a competitive RFP process, is a company called Energy Harbor. All residential and most commercial businesses in Oakwood are able to participate in the program. Oakwood participates on an "OPT-IN" basis, meaning that no one is enrolled automatically or forced to participate. Oakwood residents and small businesses may enroll by calling (866) 636-3749 or on the city's website at www.oakwoodohio.gov/electricaggregation.

Mr. Klopsch shared that the city again received the Auditor of State Award for excellence in financial reporting. The award is a testament to the fine work of Finance Director Cindy Stafford, CPA, and her Finance Department staff. Less than 10% of public entities in Ohio receive this honor.

- **2023 FINANCIALS THROUGH AUGUST:** Finance Director Cindy Stafford presented the following financial data:
 - General City Services receipts through August are at 77.93% of budget, while disbursements and encumbrances are at 71.87% of budget. These numbers are in line with where we expect them to be. This is attributed to the timing of real estate and income tax receipts and the blanket purchase orders that are submitted at the beginning of the year to cover expenses for the entire year. Mrs. Stafford projected that the income tax receipts will come in a little less than the \$11 million that was budgeted for the 2023 fiscal year.

- Refuse Fund receipts through August are at 67.55% of budget and disbursements and encumbrances are at 71.93% of budget.
 - Enterprise Funds receipts through August are at 75.61% of budget and disbursements and encumbrances are at 70.12% of budget. This includes \$500,000 of capital expenditures. If expense continues as planned, the Water Fund will end the year below \$1 million, which is why a water rate increase is being proposed for 2024.
- 3.75 MILL PROPERTY TAX RENEWAL: Mr. Klopsch shared that the city's 3.75 mill property tax expires this year. City Council will place the issue on the November 2023 ballot for renewal only, meaning it would, if approved by the voters, continue to generate the same annual revenue, and would represent no increase in property taxes. Information on the 3.75 mill property tax is as follows:
 - First approved in May 2013
 - Started generating revenue in 2014
 - Five Year Term
 - 3.03 Effective Mills
 - Raises about \$1,079,000 annually
 - \$93 annual tax on \$100,000 value home
 - Vote on November 7, 2023

The timeline for action to seek a renewal of this levy is as follows:

- Jun 5: Resolution of necessity/auditor certification adopted
- Jul 17: Resolution placing issue on ballot adopted
- Jul 18: Press Release explaining tax renewal distributed
- Oct/Nov: *Oakwood Scene* newsletter article
- Oct 9: Letter to citizens from BRC
- Oct 18: *Register* article from City Council
- Oct 23: Postcard reminders sent to voters

Mr. Klopsch suggested to forego the sending of postcard reminders as in years past with renewals.

- 2023 CONSTRUCTION PROJECTS/CAPITAL EQUIPMENT: The following 2023 capital projects/expenses were discussed:
 - Orchardly Park Playset Replacements: A new playground structure and swings were installed at Orchardly Park.
 - Shafor Park Swings and Safety Surface Replacement: A new swing and new safety surface will be installed at Shafor Park in the latter part of October.
 - Asphalt Pavement Resurfacing: The annual asphalt repaving was completed by a new contractor who was the low bidder on this year's project. City staff is pleased with the final product, although work took longer than in years past.
 - Concrete Street Repair: Concrete repair work just began on Garden Road. The work will take place over the next four or so weeks.
 - Far Hills Infrastructure Improvements: Infrastructure work along Far Hills continues. Roadway curbing will be replaced primarily between the south Kettering corp line and Patterson Road. Stormwater inlets will also be repaired over the next few months. This is all in preparation for the Far Hills resurfacing project scheduled for next year.
 - Far Hills Storm Sewer Replacement: Mr. Kuzma commented on the large storm sewer replacement project underway on Far Hills Avenue. Kinnison Excavating has done an excellent job. The project is on schedule and is expected to be

completed by the end of October or the beginning of November. Mr. Klopsch shared that this is a \$2.3 million-dollar project and is one of the largest infrastructure replacement projects the city has undertaken.

- **CenterPoint Gas Line Work:** The multi-year CenterPoint infrastructure replacement project in Oakwood is scheduled to be completed at the end of this year.
 - **Gardner Pool:** Ms. Collins commented on the 2023 pool season and the 2024 pool liner project plans. Ms. Collins shared that 2023 was a very successful pool season. Due to staffing limitations, the pool was closed for 15 hours out of a total of 101 days of pool activities. Mr. Klopsch commented on this year's Dog Splash event.
 - **Traffic Signal System Analysis and Master Plan:** Mr. Klopsch shared that city leaders have not decided on the future design of the Five Points intersection. The greatest consideration on whether to build the roundabout is the impact on public safety. Studies have shown that roundabouts slow down traffic and lower the severity of crashes. City staff submitted a grant application for state and federal funding assistance which will answer the question of how a roundabout project would impact the city budget, if pursued. A general discussion took place amongst committee members regarding the pros and cons of a roundabout.
 - **Chevy Blazer EV PPV:** Mr. Klopsch mentioned that he planned to show a short video on the all-electric police patrol vehicle for the Oakwood Public Safety Department, but given the length of the meeting, he will email it to BRC members to view on their own. Chief Hill shared that the vehicle will be ordered as soon as it is available and is scheduled for production during the first quarter of 2024.
- **2024 CONSTRUCTION PROJECTS/CAPITAL EQUIPMENT:** Mr. Klopsch briefly reviewed the following capital projects proposed for 2024:
 - *General City Services*
 - Gardner Pool Liner: \$100,000
 - Salt Storage and PW Yard Improvements: \$300,000
 - Medic/Ambulance Vehicle: \$300,000
 - Concrete Street Repair: \$100,000
 - Far Hills Repaving: \$1,500,000 (80% ODOT; 20% City)
 - Harman Boulevard Median: \$175,000
 - Sidewalk, Curb and Driveway Aprons: \$175,000
 - *Refuse Utility*
 - Front-end Loader Replacement, 2000: \$90,000
 - Hook Truck Replacement, 2007: \$150,000
 - *Water Utility*
 - Dump Truck Replacement, 2003: \$150,000
 - Water Main and Service Improvements: \$400,000
 - *Sanitary Sewer Utility*
 - Sewer Line Cleaner for Easements: \$125,000
 - Sewer Line Repairs: \$50,000
 - Sanitary Sewer Lining: \$125,000
 - Sanitary Manhole Rehabs: \$100,000
 - *Stormwater Utility*
 - Street Sweeper: \$280,000
- **WATER RATES:** The last water rate increase was imposed in 2017. There are upcoming costs related to infrastructure improvements and capital equipment including water mains and service lines, water well maintenance, water tower refurbishments, and meter

replacements. The proposed rate increase would move Oakwood from 3rd lowest of 68 jurisdictions to the 17th lowest (based on 2023 rates). The chart below shows the proposed monthly water bill increase for three water usage scenarios... 300, 600 and 900 cubic feet, comparing 2023 and proposed 2024 rates:

	2023 Rate			Proposed 2024 Rate			Monthly Increase
	Service Fee	Usage Charge	Total	Service Fee	Usage Charge	Total	
300 cf	10.00	5.28	15.28	15.00	7.92	22.92	7.64
600 cf	10.00	10.56	20.56	15.00	15.84	30.84	10.28
900 cf	10.00	15.84	25.84	15.00	23.76	38.76	12.92

Mr. Klopsch presented a line graph showing decennial census data from 1910 to 2020 and mentioned that much of Oakwood’s underground utility infrastructure was installed between 1920 and 1960. Mr. Klopsch showed a line graph depicting the number of water main pipe breaks annually from 2012 to present. The numbers fluctuate from year to year, but there is currently no upward trend. The cost to replace underground water main pipes is very high, currently estimated at \$275 per foot of pipe. As an example, replacing just a single water line on Peach Orchard Avenue between Shroyer Road and Far Hills Avenue is estimated at \$710,000. A challenge is to determine the timing to replace aging water main pipes.

- **SANITARY SEWER RATES:** The sanitary sewer rate was last increased in 2018. There are upcoming costs related to infrastructure improvements and capital equipment including sanitary sewer pipe replacement and lining, manhole rehabilitation and root treatment. Montgomery County and the city of Dayton handle the City’s wastewater treatment. The wastewater treatment represents about two-thirds of the sanitary sewer operating budget. Montgomery County and Dayton are increasing their fees. Dayton’s fees will increase by 7.5% in 2024 and 5.5% in 2025. Montgomery County’s fees will increase by 19% in 2024, after increasing by 60% this year. The proposed rate increase would move Oakwood from the 36th lowest of 65 jurisdictions to the 54th lowest (based on 2023 rates). Below is a rate comparison of 2023 and proposed 2024 rates:

	2023 Rate			Proposed 2024 Rate			Monthly Increase
	Service Fee	Usage Charge	Total	Service Fee	Usage Charge	Total	
300 cf	21.20	10.58	31.78	26.50	13.23	39.73	7.95
600 cf	21.20	21.16	42.36	26.50	26.45	52.95	10.59
900 cf	21.20	31.74	52.94	26.50	39.68	66.18	13.24

- **REFUSE RATES:** Refuse rates were last increased in 2019 and no increase is proposed for 2024.

There being no other business, at 6:52 p.m. Mayor Duncan and Mr. Klopsch thanked the committee members for their service and the meeting was adjourned.

Chairman

SEPTEMBER 2023 OAKWOOD PROPERTY SALES

SALES ABOVE APPRAISED VALUE					
ADDRESS	DATE SOLD	SALE PRICE	DATE LAST SOLD	LAST SALE PRICE	COUNTY APPRAISED VALUE
301 FAIRFOREST CIR	9/27/23	\$ 1,470,000	4/11/96	\$ 754,000	\$ 1,282,230
325 HAVER RD	9/25/23	\$ 775,000	NOT LISTED	NOT LISTED	\$ 644,350
24 CORONA AVE	9/25/23	\$ 465,000	8/10/22	\$ 395,000	\$ 252,740
221 WONDERLY AVE	9/6/23	\$ 435,000	1/13/20	\$ 250,000	\$ 308,700
1240-1260 DELAINE AVE	9/6/23	\$ 416,000	8/30/16	\$ 215,000	\$ 413,210
2615 SHROYER RD	9/11/23	\$ 394,900	11/9/12	\$ 170,000	\$ 289,890
61 SHAFOR CIR	9/27/23	\$ 360,000	2/11/22	\$ 270,000	\$ 231,180
242 ABERDEEN AVE	9/8/23	\$ 310,000	7/20/22	\$ 294,500	\$ 303,090
309 E PEACH ORCHARD AVE	9/18/23	\$ 304,500	2/8/12	\$ 193,000	\$ 275,230
310 ORCHARD DR	9/28/23	\$ 295,000	NOT LISTED	NOT LISTED	\$ 245,290
83% ABOVE APPRAISED VALUE					
SALES BELOW APPRAISED VALUE					
ADDRESS	DATE SOLD	SALE PRICE	DATE LAST SOLD	LAST SALE PRICE	COUNTY APPRAISED VALUE
258 THRUSTON BLVD W	9/7/23	\$ 875,000	10/5/15	\$ 625,000	\$ 894,460
629 HARMAN AVE	9/18/23	\$ 225,000	NOT LISTED	NOT LISTED	\$ 253,410
17% BELOW APPRAISED VALUE					

OAKWOOD

City sets schedule for public meetings

Oakwood City Council on Oct. 16 will hold a work session, plus executive session for property matters, beginning at 5 p.m. in the second floor training/community room at 30 Park Ave. On Oct. 23, there will be an executive session for council retreat beginning at 5 p.m. in the second floor training/community room.

The Board of Health will meet Nov. 21 at 5:30 p.m.

in Council Chambers at 30 Park Ave.

The Planning Commission meeting scheduled for today has been canceled. The next meeting will be Nov. 1, at 4:30 p.m. in Council Chambers at 30 Park Ave.

The Board of Zoning Appeals' next meetings are Oct. 12 and Nov. 9, both at 4:30 p.m. in Council Chambers. For more, contact Lori Stacel, clerk of council, at 937-298-0600.

MEMORANDUM

TO: BOARD OF ZONING APPEALS MEMBERS
FROM: ETHAN KROGER
SUBJECT: CANCELLATION OF OCTOBER 12 MEETING
DATE: OCTOBER 4, 2023

The Board of Zoning Appeals meeting on Thursday, October 12, 2023 has been cancelled due to a lack of agenda items. The next regularly scheduled meeting is at 4:30 p.m. on Thursday, November 9, 2023.

EK:ls

c: Members of City Council
Norbert Klopsch, City Manager
Robert Jacques, Law Director

2023 Johnny Appleseed tree planting project

The City of Oakwood's fall Johnny Appleseed Street Tree Planting Project is now underway. Applications and detailed brochures describing the trees that are available at the Oakwood Community Center, 105 Patterson Road, or by mail.

Trees are available to homeowners at a 50 percent discount. The size of the trees will be two-inches in

diameter. One tree will be allocated for each approved property site. Trees must be planted in the city right of way at the discounted rate and will be wrapped, staked, mulched and guaranteed by the nursery for one growing season. Planting will take place in late November or early December. Homeowners may also purchase a tree at 100 percent of the

cost if a second tree is needed or the homeowner wants to plant a tree on private property. All tree varieties were chosen because of their excellent landscape characteristics including fall color, height, rate of growth, shape of tree, texture and landscape value.

Contact Brian Caldwell at the Oakwood Community Center at (937) 298-0775 for more information.

OR 10/4/23



OAKWOOD FIVE POINTS INTERSECTION

Public Comment Form

Contact information is not required but will ensure you receive a response, should one be necessary.

Name: John and Leslie Douglas (9/29/2023)

Mailing address (or nearest cross streets): 231 Schenck Avenue

Email address: _____ Phone: (937) 294-2978

Address of impacted property (or nearest cross streets): Oakwood Avenue

Business/Organization Name (if applicable): N/A

Business/Organization Address: N/A

How did you hear about the open house meeting? (Select all that apply.)

- Newspaper
- Mailed letter
- TV or radio
- Word-of-mouth
- City website
- Social media
- Email
- Other: various

What is your interest in the Five Points intersection? (Select all that apply.)

- Area Resident
- Area business owner or employee
- Commuter
- Other: _____

How often do you or your family members travel through the Five Points intersection?

- Daily
- A few times a week
- Weekly
- A few times a month
- Monthly
- Other: _____

How do you or your family members usually travel through the Five Points intersection?

- Automobile
- Bicycle
- Walk
- Other: _____ (Select all that apply.)

Questions/Comments:

Please see attached comments

(write additional Questions/Comments on back as needed)

**COMMENTS DUE BY
August 11, 2023**

- Questions/Comments may be submitted:
- Verbally or in writing
 - By email at fivepoints@oakwoodohio.gov
 - By telephone at 937-298-0600
 - Online at oakwoodohio.gov



9/29/2023

By way of providing you a brief synopsis of our thoughts, below are some comments:

1. Based on the information we have reviewed, we are opposed to the roundabout. We are not convinced by the cost-benefit results, and we are worried about the safety. Considering the upfront cost associated with the acquisition of new land and the construction costs, it is difficult to believe it is cost effective.
2. We have not seen any tally of the citizen responses yet – we hope that Oakwood will not proceed in light of negative citizen feedback.
3. We have been residents of Oakwood since 1988, except for a few years where we were transferred elsewhere. In these thirty plus years of residency, over half of those years were either on Glendora Avenue or Schenck Avenue – near the roundabout location. We do not recall any accidents at the six-point location during our residency. Unfortunately, the City has not released any accident data for residents to review; we would be interested to see this data.
4. It will be much more difficult to exit westbound from Schenck onto Oakwood Avenue with the continuous northbound roundabout exiting and entering traffic. Despite the existing twenty-five mile-an-hour traffic laws, cars still travel at excessive speeds up and down Oakwood Avenue. The traffic lights at the existing six-point intersection force breaks in traffic flow – the roundabout will not provide these breaks.
5. The location is on a fairly steep slope. The City has not disclosed in their white paper the actual slope grade, but it seems to be near the safety limit. Not only does this make this roundabout project potentially dangerous, but in winter-like periods, that intersection gets very slippery. Getting traction to turn or climb or descend can be difficult – climbing in particular sometimes take the entire green-light cycle. From our vantage point, roundabouts should be limited to areas where the driving surface grade is (relatively) flat.
6. Pedestrian crossings, especially with children to/from Harman, seem to us as dangerous and may cause serious injuries. Pedestrians today are assured a safe crossing with the traffics lights. There appeared to be a number of citizen concerns about this particular issue in the white paper, but the City's response did not seem to mitigate the fears/concern. From our vantage point, roundabouts should be limited to areas where continuous traffic flow/throughput is the main objective with minor pedestrian traffic.
7. Three of the proposed five access/exit points to this new roundabout will be merging into and exiting from two higher speed points, making it possibly more difficult/dangerous for the residential drivers. The three residential access/exit points are at a twenty-five miles an hour speed versus the Far Hills speeds of thirty-five miles per hour.
8. The loss of today's six points' intersection makes it more inconvenient to residents in the area.
9. It appears that the roundabout will be more dangerous to cyclists. No provision seems to be built into the plan now.
10. The funding situation is unclear – to what extent are Oakwood residents subsidizing this project? This needs to be illuminated and discussed, especially as it relates to alternatives (e.g., upgrade existing lights, etc.) and to other funding demands that the City faces.

John and Leslie Douglas
231 Schenck Avenue
(937) 294-2978



OAKWOOD FIVE POINTS INTERSECTION

Public Comment Form

Contact information is not required but will ensure you receive a response, should one be necessary.

Name: JEAN WILSON HALE

Mailing address (or nearest cross streets): 65 WISTERIA DR,
DAYTON, OH 45419

Email address: jbwhale@wdh.rr.com Phone: 937-813-9367

Address of impacted property (or nearest cross streets): _____

Business/Organization Name (if applicable): N/A

Business/Organization Address: N/A

How did you hear about the open house meeting? (Select all that apply.)

- Newspaper
- Mailed letter
- TV or radio
- Word-of-mouth
- City website
- Social media
- Email
- Other:

What is your interest in the Five Points intersection? (Select all that apply.)

- Area Resident
- Area business owner or employee
- Commuter
- Other: _____

How often do you or your family members travel through the Five Points intersection?

- Daily
- A few times a week
- Weekly
- A few times a month
- Monthly
- Other: _____

How do you or your family members usually travel through the Five Points intersection?

- Automobile
- Bicycle
- Walk
- Other: _____ (Select all that apply.)

Questions/Comments:

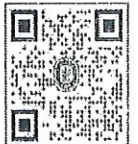
PLEASE SEE ATTACHED

(write additional Questions/Comments on back as needed)

**COMMENTS DUE BY
August 11, 2023**

Questions/Comments may be submitted:

- Verbally or in writing
- By email at fivepoints@oakwoodohio.gov
- By telephone at 937-298-0600
- Online at oakwoodohio.gov



Public Comments Oakwood Five Points Intersection
 Jean Wilson Hale, 65 Wisteria Drive

The primary reasons for considering a roundabout at the Five Points Intersection is to improve traffic flow and to improve safety.

The report itself points out that this intersection flows well and that this intersection is safe compared to statewide averages.

A roundabout is not needed at this intersection.

Details:

Improvement of Traffic Flow
 From the report, page 25:

TABLE 8: OPTIMIZED SIGNAL SYSTEM (SEC/VEH)

Peak Hour	Far Hills Avenue Intersections									
	FHA @ Old River/Springhouse	FHA @ Schantz	FHA @ 5 Points	FHA @ Patterson	FHA @ Park	FHA @ Harman	FHA @ Aberdeen/Park	FHA @ Peach Orchard	FHA @ Orchard	FHA @ East
AM	B (11.4)	B (12.4)	C (32.7)	B (15.0)	A (7.6)	A (3.9)	A (4.3)	B (14.3)	A (4.1)	A (8.8)
PM	B (12.2)	B (16.5)		A (6.9)	A (3.4)	A (2.7)	A (6.9)	B (19.2)	A (2.4)	A (9.5)

TABLE 9: OPTIMIZED SIGNAL SYSTEM W/ ROUNDABOUT (5-POINTS)

Peak Hour	Far Hills Avenue Intersections									
	FHA @ Old River/Springhouse	FHA @ Schantz	FHA @ 5 Points*	FHA @ Patterson	FHA @ Park	FHA @ Harman	FHA @ Aberdeen/Park	FHA @ Peach Orchard	FHA @ Orchard	FHA @ East
AM	B (10.2)	A (9.2)	B (13.4)	B (11.9)	A (6.8)	A (2.6)	A (5.7)	B (10.6)	A (5.2)	A (7.5)
PM	B (11.1)	B (14.1)	C (15.3)	A (6.6)	A (3.5)	A (4.5)	A (7.1)	B (19.0)	A (2.3)	A (8.9)

*Roundabout

Note the roundabout improves the level of service at the critical 5 Points intersection and reduces delays at the other signalized intersections on the Far Hills Avenue corridor due to the lower cycle lengths.

LOS F is occurring for only ONE hour of the day, and presumably only 5 days per week. This does not warrant a roundabout.

The roundabout does reduce delays at other intersections. However, all other intersections are at LOS C or higher. Most are LOS B and higher. **No LOS improvement is needed at this location.**

Safety Concerns

From the report, page 16:

Table 6 summarizes the top 20 intersections for all crashes.

TABLE 6: TOP 10 SAFETY LOCATIONS

Rank	Intersection	K	A	B	C	D	EPDO
1	FAR HILLS AVE & OAKWOOD AVE/ THRUSTON BLVD	0	1	2	4	20	44
2	FAR HILLS AVE & PATTERSON RD	0	1	1	0	16	31
3	FAR HILLS AVE & ABERDEEN AVE	0	1	2	0	6	26
4	FAR HILLS AVE & PEACH ORCHARD AVE/ FRONTAGE RD	0	0	2	1	10	21
5	FAR HILLS AVE & WONDELY AVE / FRONTAGE RD	0	0	1	1	11	17
6	FAR HILLS AVE & MONTERAY AVE	0	0	2	0	5	15
7	SHROYER RD & WILTSHIRE BLVD	0	0	1	0	8	13
8	SHROYER RD & TRIANGLE AVE	0	0	2	0	2	12
9	FAR HILLS AVE & BRYDON RD	0	0	1	0	7	12
10	FAR HILLS AVE & HARMAN AVE	0	0	1	1	6	12

The initial safety priority listing summarized in Table 6 was based on the data driven approach outlined above. The priority list was refined to develop a final list for potential application(s). Priority locations were dismissed for the following reasons:

1. Locations did not meet eligibility for ODOT systemic funding criteria such as the minimal number of crashes per year (3).

Continued on page 17

2. Safety countermeasures were implemented within the last 5 years thus may have improved the future safety performance.

The revised priority list is the basis for future systemic, abbreviated or formal safety funding. The top location (Far Hills Avenue at Oakwood Avenue/ Thruston Blvd) was selected to conduct a more detailed evaluation to determine if feasible countermeasures could be developed to obtain ODOT safety funding. Figure 10 shows the Top 25 priority locations.

There were 21 accidents reported over a four year period, or an average of 5.25 accidents per year. The Federal Highway Administration found a 48% reduction in crashes and nearly 80% drop in serious injury and deadly crashes. This would potentially reduce the total number of accidents at this location to 2.52 per year.

NONE of the intersections on the list meet eligibility for ODOT safety funding. NONE of these intersections are considered unsafe by State standards.

By applying for safety funds through ODOT, the City is taking a stance that this intersection is a hazard that must be addressed. If funding does not come forth the City would be negligent to not follow through on a safety improvement. In this instance the only solution offered is a roundabout.

(Safety concerns, continued)

From page 21 of the report:

Crash data was obtained using the ODOT Transportation Information Mapping System (TIMS). A total of 21 crashes were reported over a four-year period between 2018 and 2021. Each crash report documented within the study limits was reviewed to confirm the accuracy and location of the crash.

ODOT utilizes AASHTOWare's Safety Analyst to prioritize safety locations within the State of Ohio. While the intersection does not appear on the statewide list, the subject intersection does experience crash types that are over-represented compared to statewide averages (shown in parenthesis).

- Injury crashes: 28.6% (26.2%)
- Rear End injury crashes: 47.6% (32.2%)
- Fixed Object injury crashes: 23.8% (4.26%)
- Sideswipe-Passing injury crashes: 23.8% (5.84%)
- Wet pavement crashes: 36.4% (20.9%)

Note the crash comparisons for the statewide-averages are based on a 4-leg, urban intersection. Statewide data does not exist for a 6-leg intersection.

There were only 21 accidents at the Five Points Intersection over a four-year period. It is not viable to compare percentages based on a small number (21 accidents) to a chart of percentages from considerably higher numbers (statewide averages). Nor does it make sense to compare accidents at a six legged intersection to data derived from a four leg intersection.

There is no significant safety issue at this intersection. A roundabout is not needed.

Design Concerns:

In an interview with the Dayton Daily News, the City Manager is quoted as saying "This study will hopefully conclude with a recommendation on whether we should seriously talk about something radically different ..."

City Council voted to apply for funding at its meeting August 23.

City officials have voiced concern about safety at this intersection is unsafe.

It appears the roundabout is moving forward now, in spite of the deadline for public comments not yet complete.

For that reason I will address concerns on the proposed concept.

My greatest concern is that we currently have two northbound (downhill) lanes on SR 48. If this design is implemented we will have one northbound lane on SR 48 on the north side of the roundabout. Drivers familiar with the roundabout who are heading north of SR 48 will be crowding into the left lane as they approach the roundabout. Drivers unfamiliar with the roundabout will face being forced to exit onto Oakwood

Avenue and will want to merge into the left lane. According to the study's traffic counts, 74% of traffic northbound (downhill) on SR 48 currently continues straight on SR 48 while the remainder turns onto Oakwood Avenue during the am peak. It is unlikely the left lane of the roundabout will accommodate the 74% of vehicles that want to continue straight. It is likely there will be long queues to enter the left lane of the roundabout in order to continue north on SR 48. And it is likely there will be sideswipe accidents as drivers try to change lanes once they realize they will be forced to turn onto Oakwood Avenue.

From pdf page 45 of Part II of the study – traffic counts

Location: SR 48/Oakwood Ave Roundabout Intersection

Start Date: 9/1/2022

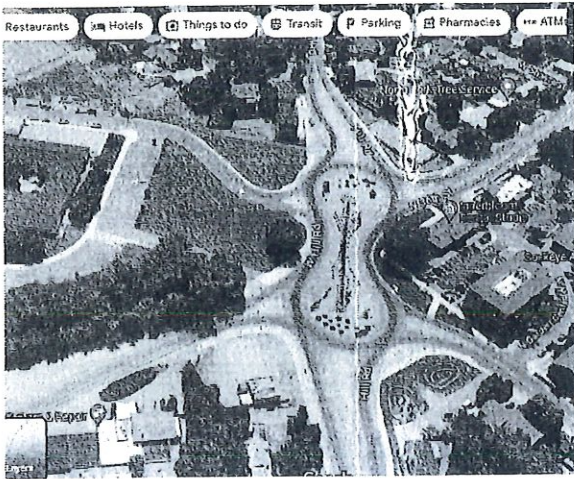
Start Time: 7:00 AM/ 4:00 PM

Start Time	SR 48 Northbound					
	Left		Thru	Right		Peds
	TSTN	OKWD	SR 48	OKWD	TSTN	
7:00 AM			115	28		1
7:15 AM			169	34	1	
7:30 AM			241	53	1	
7:45 AM	1		218	65	2	5
8:00 AM		1	182	67	1	35
8:15 AM	1	1	186	92	2	17
8:30 AM	4		165	62	2	9
8:45 AM	2	1	145	42		4
AM Peak (7:30-8:30)	2	2	827	277	6	57
Total	1114					57
4:00 PM	2		133	58	2	1
4:15 PM			105	45		
4:30 PM	2		104	47	1	
4:45 PM	3		135	54	1	
5:00 PM			143	53	1	3
5:15 PM	1		156	64	2	2
5:30 PM			137	63		1
5:45 PM	1		147	64	2	2
PM Peak (4:45-5:45)	4	0	571	234	4	6
Total	813					6

Sample Intersections

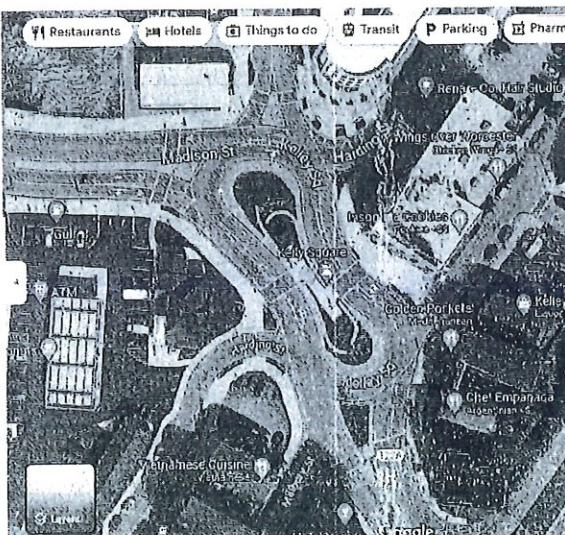
Of the seven sample intersections illustrated in the White Paper, one is under design and a second is to be designed. Only four are located, or will be located, in Ohio. Five are (or appeared would be) one lane roundabouts rather than the two lane roundabout proposed for Five Points. Three were in rural areas, whereas Five Points is urban. Two are noted as high speed roundabouts (55 mph) - irrelevant. Three were four legs or fewer. The Worcestershire, MA example was the most similar to the Five Points scenario.

36th St/Hill Rd/Catalpa Dr; Boise, ID – This is a 6-leg roundabout in a school zone with one leg being a school driveway.



Comment: This is a ONE LANE roundabout. NOT apples to apples

Harding St/Madison St/Green St/Vernon St; Worcester, MA – This is a multi-lane, 7- leg peanut roundabout in an urban setting adjacent to I-290. The southeast approach (SR 122A) is downhill at a grade (4-5%). It includes multiple crosswalks at all legs and even one mid-roundabout



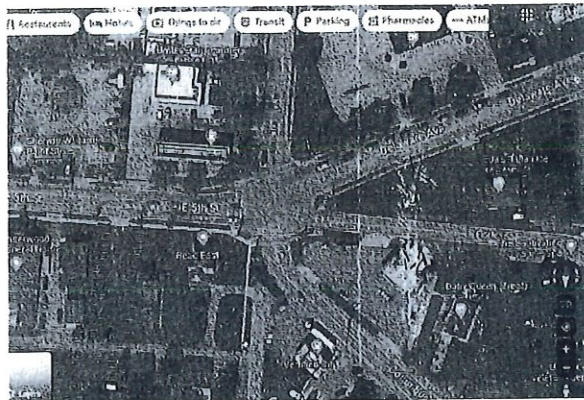
Comments: This is probably the most apples to apples of the seven examples shown to compare to the Five Points intersection (urban, multi lane, more than four approaches). How long has this roundabout been in use (a Google search showed 25% design complete in 2019)? How well does it function? Is the mid-roundabout crosswalk an improvement (does it delay traffic more or less than the multiple crosswalks on all legs?) Is this roundabout proving to be safer than the intersection it replaced?

Honere Ave/Sawgrass Rd; Fruitville, FL – This is a roundabout adjacent to an elementary school and residential area.



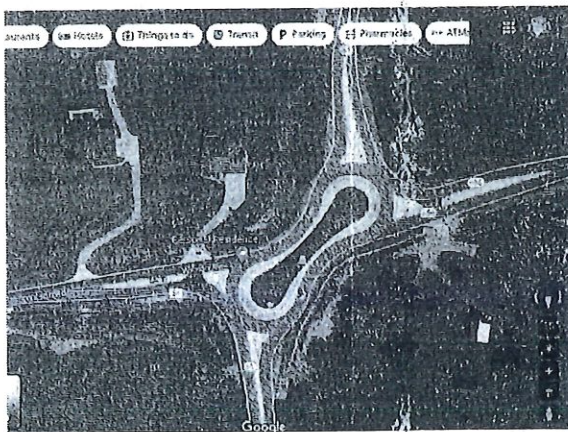
Comment: This is a one lane roundabout, only 3 legs. Not apples to apples

E. Fifth St/N. Cherry St/Columbus Ave/Delaware Ave; Marysville, OH – This is a multi-lane, 5-leg roundabout in a downtown area.



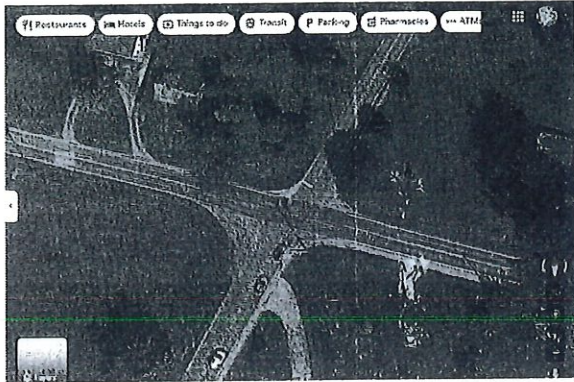
Comment: No image available. All approaches shown on the traffic signal image are single lanes with dedicated turn lanes – I assume this will be a one lane roundabout.

SR 656/ Wilson Rd/SR 61; Delaware County, OH – This is a 4-leg peanut roundabout constructed on high-speed roadways (55 MPH).



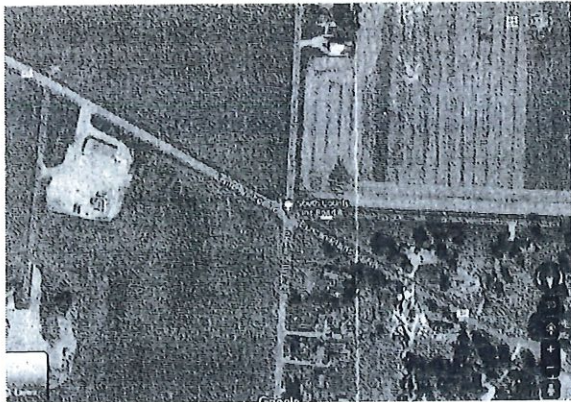
Comments: Rural, high speed, single lane roundabout. NOT apples to apples.

Worthington Rd/ Lewis Center Rd; Delaware County, OH – This is a 4-leg peanut roundabout under design at a Highway Safety Improvement Program (HSIP) location.



Comments: Rural, one lane, only four legs. Not apples to apples.

County Line Rd/ Center Village Rd/Edwards Rd/ Duncan Plains Rd NW; Delaware County, OH – This is a 5-leg peanut roundabout to be designed having a US Bike Route (USBR 50A) and high-speed approaches (55 MPH)



Comments: Rural, high speed, all one lane approaches, likely a one lane roundabout. Not apples to apples.

Cost

The white paper indicates the Five Points roundabout would cost considerably more than simply upgrading the traffic signal, although maintenance costs would be less. Without having any idea of what a cost-benefit analysis might look like, it is not prudent to undertake a radically different approach to the intersection based on the traffic flow and accident record.

From: notify@proudcity.com
To: [Traffic Signal Study](#)
Subject: Website Feedback - Five Points
Date: Thursday, October 5, 2023 8:52:13 AM

Name

Hans Lillevold

Address

2423 Shroyer Road
Oakwoo, OH 45419

[Map It](#)

Phone

(605) 660-5563

Email

hans@umn.edu

Business/Organization Address

United States

[Map It](#)

How did you hear about the open house meeting? (Select all that apply.)

- Newspaper
- Mailed Letter
- Word-of-mouth
- City website

What is your interest in the Five Points intersection? (Select all that apply.)

- Area resident

How often do you or your family members travel through the Five Points intersection?

- Daily

How do you or your family members usually travel through the Five Points intersection?

- Automobile
- Bicycle
- Walk

Questions/Comments

I'm a huge fan of the roundabout. I can't count the number of times I've been almost hit at this intersection, but waited a moment before going when someone went through the light, especially when the sun seems to line up perfectly with the lights and blinds the drivers. A roundabout will reduce maintenance, increase safety, make it considerably more walkable / bike-able (we try to bike in/around Oakwood as much as possible), and we usually end up going way out of our way when biking to avoid the current setup. I can hardly wait until it's installed.

From: notify@proudcity.com
To: [Traffic Signal Study](#)
Subject: Website Feedback - Five Points
Date: Sunday, October 1, 2023 6:58:42 PM

Name

Andrew Cothrel

Address

201 East Dixon Avenue
Oakwood, OH 45419
[Map It](#)

Phone

(317) 850-0442

Email

ADCothrel22@gmail.com

Business/Organization Address

United States
[Map It](#)

How did you hear about the open house meeting? (Select all that apply.)

- Newspaper

What is your interest in the Five Points intersection? (Select all that apply.)

- Area resident

How often do you or your family members travel through the Five Points intersection?

- A few times a week

How do you or your family members usually travel through the Five Points intersection?

- Automobile
- Walk

Questions/Comments

Please don't do it! You guys did great with the road diet on Shroyer, but that was traffic-calming, this is not traffic-calming. Pedestrian safety will move backward. Vehicles can crash into each other all day long without serious injuries. Pedestrians can't. Prioritize the right elements here - human life, not vehicular damage.

From: notify@proudcity.com
To: [Traffic Signal Study](#)
Subject: Website Feedback - Five Points
Date: Saturday, September 30, 2023 1:34:10 PM

Business/Organization Address

United States

[Map It](#)

How did you hear about the open house meeting? (Select all that apply.)

- Newspaper
- Mailed Letter

What is your interest in the Five Points intersection? (Select all that apply.)

- Area resident

How often do you or your family members travel through the Five Points intersection?

- Daily

How do you or your family members usually travel through the Five Points intersection?

- Automobile

Questions/Comments

I am opposed to the proposal, because I believe it would create a more dangerous, congested intersection. The 2 northbound and 2 southbound lanes appear to go down to 1 lane each way if going straight through - likely causing a backup during rush hour. I have concerns about pedestrians crossing, especially children. Apparently, crossing guards are difficult to find, but even if there were plenty, they would not be present most of the time. A push-button crosswalk light is not reliable since many drivers will not anticipate it. It feels like it's being pushed without Oakwood resident support.

From: [Kathryn Ellis](#)
To: [Traffic Signal Study](#)
Subject: FIVE POINTS
Date: Friday, September 29, 2023 2:09:18 PM

Sent from my iPad. Completely unnecessary, waste of money, difficulty of some children going to Harman, lower nearby house values, motorists will try to speed up hill. Kathryn Ellis

Klopsch, Norbert S.

From: Tricia.Bishop@dot.ohio.gov
Sent: Monday, October 2, 2023 2:34 PM
To: wdshadow1994@sbcglobal.net; Scott.Schmid@dot.ohio.gov
Cc: Klopsch, Norbert S.
Subject: RE: Oakwood Ohio Five Points Intersection project

Mr. Murphy – Scott Schmid forwarded your comment to me. Thank you so much for taking the time to reach out to ODOT!

While I did not know him (disappointing, since I live in Darke County!), I've heard many good things about your late uncle, Alvin Spraley. I'm sorry for your loss – from everything I've heard, he was a wonderful gentleman.

I'm very happy that, as a safe driver and safe pedestrian, you have not had negative experiences at the 5-Points intersection. However, I've reviewed the City's recent safety application,. It does indicate safety concerns at the 5-Points intersection:

- High rate of injury crashes: 29% of reported crashes are resulting in injury. This exceeds the statewide average.
- Previous countermeasures, such as a traffic signal and high visibility crosswalks, have not resulted in a reduction in the rate of injury crashes.
- Traffic modeling indicates that the intersection will operate at a failed level of service (extreme delays) in the design year. Such congested conditions generally result in increased crash rates.

Federal-aid projects often require us to temporarily put the cart before the horse. In order to apply for funds to address an identified concern, a local sponsor must make a best guess at an alternative on which to develop a cost estimate.

However, once funded, the National Environmental Policy Act and ODOT's Project Development Process require the project team to consider a reasonable range of alternatives (that is, we put the cart back behind the horse, where it belongs). If the City of Oakwood receives federal funds to address the identified concerns at the 5 Points intersection, ODOT will require the City to prepare a feasibility study to identify and assess that reasonable range of alternatives, to ensure informed decision-making.

In short - just because a project sponsor applies for and receives funds based on a certain alternative (such as a peanut intersection) does not mean that the final project will be that alternative.

That said, ODOT will not prevent the City from proceeding with the proposed peanut if it is determined to address the identified concerns, particularly if it best-addresses those concerns in comparison with other alternatives. We also will not decline to fund a project or require the City to reject a safety alternative that meets the project's purpose and need based solely on public opposition.

I would encourage you to provide specific questions or concerns (not just statements of opposition) to the City. I've copied Norb Klopsch, with the City, on this email. Knowing what your specific concerns are will assist the City and its design team in ensuring those concerns (and, if appropriate additional alternatives/modifications) are considered and addressed in the decision-making process (assuming the City receives federal funds).

Many thanks again for contacting us. Your uncle was correct: feedback from well informed citizens aid us in making the best possible decisions for our local communities.

Tricia Bishop
District Environmental Coordinator
ODOT District 7
1001 St. Marys Avenue, Sidney, Ohio 45365

937.497.6721

transportation.ohio.gov

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The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12/14/2020, and executed by FHWA and ODOT.

From: wdshadow1994@sbcglobal.net <wdshadow1994@sbcglobal.net>

Sent: Sunday, October 1, 2023 11:58 PM

To: Schmid, Scott <Scott.Schmid@dot.ohio.gov>

Subject: Oakwood Ohio Five Points Intersection project

Scott Schmid
ODOT District Planner
ODOT District 7
Oct 1, 2023

Dear Mr Schmid

My name is James Murphy, and I live at 815 Harman Avenue, Oakwood, Ohio, 45419.

I am writing you about a concern that I have about a project that our local Oakwood City government is undertaking, but I, and many of the longtime residents of Oakwood, believe this is not in any citizen's best interest. In fact, it has a potential for economic and community disaster.

I am speaking about the proposed traffic circle project for the "Oakwood Five Points Intersection", the intersection of Far Hills Avenue (State Route 48), Oakwood Avenue and Thruston Ave.

I have lived at the corner of Harman Avenue and W. Dixon Avenue since late 1992. This is just one block south of the intersection in question.

I believe I can assume you're familiar with the details of their proposal so I won't go into a description of the proposed project.

What I would like to say is that during my 30 years at this location I have raised three kids. They all went to Oakwood schools, including Harman Elementary school, (also located just one block South from the intersection in question). I have gone through that intersection 2 or more times every workday all those years, and countless thousands of other times over the decades. Even as a child growing up in Kettering I often rode the #5 City bus to work (to the Dayton Museum of Natural History in North Dayton) right through that intersection. Even now I go through that intersection an average of 2-plus times a day. Sometimes I walk through the intersection in the crosswalk, sometimes I bicycle through it, mostly I'm in an automobile.

I cite all these bits of information so you can be assured that I am thoroughly familiar with this intersection now and historically to at least 1965. I've seen it in all kinds of weather, all seasons, all day, all night, weekends, holidays, weekdays, etc. There's nothing about this intersection that I haven't seen, and there is no uncontrolled or hidden danger in this intersection.

I am adamantly and completely opposed to this project. To that end, I made a written statement on the "Public Comment Form" provided by the City of Oakwood, and submitted it in a timely manner to Oakwood City Hall. (Note the

original Aug 11 deadline was extended into September). Many other citizens also did this at the invitation of City Hall. To my knowledge there has been no feedback from any of these letters, or any of the electronic letters, or any of the public comments in the local newspaper (The Oakwood Register), and now I hear that Oakwood has come to ODOT to beg for state funds to do the project.

I have attached a photocopy of the letter I submitted to Oakwood City Hall. I know my handwriting is not great, but I have always believed that a hand written letter carries more passion and validity than a typed statement, at least in as much to demonstrate that the author's energy and time were involved, not just a word processor or an AI algo-rhythm, so I have attached a copy of my letter that I wrote to City Hall to show my authenticity.

Given that my handwriting is not great, I will transcribe the paragraph I filled out under "questions/comments" (*italics*) to make it easier for you to read, because I think these are valid and important points that should not be ignored:

"Questions/Comments:"

"Too much disruption of local flow of vehicle and pedestrian traffic to justify such a direct Toniann project. We will have it here 30 years and see right up the coast. There is no problem. This project lacks subjective benefit, and I oppose it completely!

The alleged dangers of the current system do not exist!

The proposed changes are a seismic solution without a problem!

It appears to be a personal "pet" or "legacy" project to serve someone's ego rather than any object of community need. I am open to additional information, but so far there is not enough to warrant this peanut project".

My recently departed Uncle Alvin Spraley (North Star, Darke County), a long time ODOT employee and later an ODOT project advisor, often told me stories about the difficulty ODOT had determining which projects had the most merit and which had little merit, because on paper the grey area was hard to judge. He also said ODOT often relied on well grounded, well informed local citizens when making decisions about local matters, and I hope this is still the case.

Mr Schmid please do not make the mistake to assume that our Oakwood leadership has our best interests at heart in this manner. They have done an excellent job for us in most areas of decision making, but they are widely off the mark here.

Please call write or text me if you have any questions or comments.

From a dedicated Buckeye and Lumberjack, a nearly lifetime Ohioan and decades long Oakwood, Ohio resident

James Murphy
815 Harman Avenue
Oakwood, OH 45419
937-689-2424

CAUTION: This is an external email and may not be safe. If the email looks suspicious, please do not click links or open attachments and forward the email to csc@ohio.gov or click the Phish Alert Button if available.

Klopsch, Norbert S.

From: Scott.Schmid@dot.ohio.gov
Sent: Tuesday, October 3, 2023 8:01 AM
To: lstanley@woh.rr.com
Cc: Mary.Hoy@dot.ohio.gov; Tricia.Bishop@dot.ohio.gov; Klopsch, Norbert S.
Subject: RE: Proposed Oakwood Roundabout

Steve,

Confirming receipt of your comments regarding the Oakwood safety application. We will forward them to the Central Office safety team as requested.

Thanks,

Scott Schmid, PTP
District Planner
ODOT District Seven
1001 St. Mary's Avenue, Sidney, Ohio 45365
937.497.6888
transportation.ohio.gov

From: lstanley@woh.rr.com <lstanley@woh.rr.com>
Sent: Monday, October 2, 2023 10:26 PM
To: Schmid, Scott <Scott.Schmid@dot.ohio.gov>
Subject: Proposed Oakwood Roundabout

Scott,

I have attached an electronic copy of the letter that my wife and I sent to the Mayor and City Manager of Oakwood opposing the prospect of replacing conventional traffic signals at Oakwood's "5 Points Intersection" with a peanut-shaped roundabout. Please pass it along with this email to the appropriate Central Office staff engaged in evaluating the current round of applications to ODOT's Safety Program.

We are among the many Oakwood residents who are opposed to the proposed roundabout. We fully expect that opposition will grow as members of our community become more familiar with the particulars of the proposal; however, I wanted to make sure that ODOT staff were aware of the serious questions surrounding this proposal.

Thanks. More to come.

Steve Stanley
615 Oakwood Avenue
Oakwood, Ohio 45419

CAUTION: This is an external email and may not be safe. If the email looks suspicious, please do not click links or open

attachments and forward the email to csc@ohio.gov or click the Phish Alert Button if available.

STEVE AND LU ANN STANLEY

615 OAKWOOD AVENUE

OAKWOOD OHIO 45419

lstanley@woh.rr.com

June 18, 2023

Dear Mayor Duncan and Mr. Klopsch,

We were out of town and unable to attend the first public meeting on the proposed roundabout at the Five Points Intersection, so are writing to formally express our opposition.

We have lived at 615 Oakwood Avenue for the past 27 years and have been actively engaged in our community during that time.

Steve is building the largest roundabout in the Dayton region in the City of Union just west of the Dayton International Airport, so is very familiar with the benefits of this form of traffic management. Our consensus is that roundabouts are very effective under the right circumstances.

Unfortunately, the Five Points Intersection does not, in our opinion, present the right circumstances for the proposed roundabout, for the following reasons:

1. There is no compelling reason to change the current configuration. It may be the intersection with the highest accident rate in Oakwood, but the Five Points Intersection is certainly not a high crash location. This is according to the City's own data. Having 21 accidents in a 4-year period does not support a major modification when considering the volume of traffic that traverses that intersection daily. Likewise, there is little congestion at the intersection. The roundabout would add complexity to an already complex intersection and, because there is no case for either safety or traffic management reasons, making a radical, expensive change is unwarranted.
2. The design of the proposed roundabout is detrimental to Oakwood residents for both safety, convenience, and traffic reasons. Vehicles coming north on Oakwood Avenue from Dixon would not have access to the roundabout and would be forced to turn right onto southbound Far Hills. Both of us are employed downtown and make left turns onto Far Hills daily, as do many Oakwood residents. Also, many parents who drop-off or pick-up their children at Harman School turn right onto Oakwood Avenue and then turn left onto northbound Far Hills or cross it at the Five Points Intersection. With the proposed configuration, those parents would have to divert onto residential streets that are not designed to accommodate a high volume of traffic. Those parents will either (A) continue on Dixon, turn right on Runnymede, right on Thruston, and proceed to the roundabout or (B) turn right on Oakwood Avenue, left onto Katherine Terrace, right on

Runnymede, and right on Thruston. Runnymede and Katherine Terrace are much narrower than Oakwood Avenue, Runnymede is hilly, and neither were designed to handle traffic of this volume.

3. School children cross Far Hills morning and afternoon at the Five Points Intersection, crossing at well established, timed lights with crossing guards. Even with the continued presence of crossing guards, pedestrian-activated signals would be unexpected, intermittent, and disruptive of the free flow of vehicles through the proposed roundabout, likely creating a back-up of traffic accelerating down Far Hills from Patterson.
4. Based on a recent lengthy letter to the Oakwood Register, there appears to be a traffic safety issue at Smith School. It should be a higher priority for the City to use its resources to address problems there, on Aberdeen and Telford.
5. Public safety vehicles and, particularly, paramedics, traverse the Five Point Intersection frequently. How will the proposed roundabout support these vehicles, all of which have priority in the traditional design?

In summary, although we are proponents of roundabouts, which we believe are effective traffic management devices in the right circumstances, these are not the right circumstances. There does not seem to be a compelling case to make a change based on congestion or safety concerns. The proposed design will inconvenience Oakwood residents significantly.

Finally, is there an example of a similar design, in a similar intersection, with the volume of traffic and walkers? If not, this seems to be a risky change, detrimental to Oakwood residents who face inconvenience at the least and safety concerns at the worst.

Sincerely,

Handwritten signatures of Steve and Lu Ann Stanley in black ink.

Steve and Lu Ann Stanley