

THE CITY OF
Zanesville



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**ZANESVILLE CITY COUNCIL
PUBLIC SAFETY COMMITTEE AGENDA**
Council Chambers, 401 Market Street, Zanesville OH
Monday, December 4, 2023 at 5:00 p.m.

This meeting is for discussion pertaining to the upcoming Ordinances, Resolutions, and discussion items of the Public Safety Committee for review as follows. This meeting is open to the public to attend in person or remotely by using the information below.

1. **Roll Call**
2. **Approval of minutes of the meeting from September 5, 2023**

ORDINANCES

None

DISCUSSION ITEMS

3. **BWC Safety Grant**
4. **Used Quint Fire Truck**

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PUBLIC SAFETY COMMITTEE MEETING – TUESDAY, SEPTEMBER 5, 2023

The Public Safety Committee met at 5:00 p.m. on Tuesday, September 5, 2023 in Council Chambers at City Hall, 401 Market Street, Zanesville, Ohio. .

Mr. Roberts: All right, it is 5 p.m. I'm going to call this meeting of Zanesville City Public Safety Committee to order. May I have roll call?

Committee members attending were Councilperson Andy Roberts, Chair; Councilperson Steven Foreman; and Councilperson Mark Ballmer. Councilperson Joey Osborn was absent.

Others in attendance:

Jeff Bell, Fire Chief

Jan Bradshaw, Councilperson

Scott Comstock, Police Chief

Billie Corns, Clerk of Council

Glen Gregor, IT

Dianna LeVeck, Genesis

Don Mason, Mayor

Doug Merry, Safety Director

Det. Mike Patrick, Police Department

Daniel Vincent, President of Council

APPROVAL OF MINUTES OF JULY 17, 2023

Mr. Roberts: We have a quorum. I'll entertain a motion on the minutes from July 17, 2023.

Mr. Ballmer: So moved.

Mr. Foreman: Second.

Mr. Roberts: All those in favor of approving the minutes, aye. Opposed same sign.

A voice vote was taken with all present in favor. None were opposed. Mrs. Osborn was absent.

Mr. Roberts: Motion carries.

DISCUSSION ITEMS

Ambulance Discussion

Mr. Roberts: First up, we have information from the, and Chief Bell, I'm sorry I'm going to get the committee's name wrong. What was it that met this morning?

Jeff Bell: The EMS Advisory Committee.

Mr. Roberts: Thank you. Which, did we get that in here, Billie?

Mrs. Corns: No.

Mr. Roberts: Dianna, you don't have enough copies, do you?

Dianna LeVeck: I do, I have one with me, but I didn't bring extras, and mine has notes written all over it.

Mr. Roberts: Okay, I'm just going to read this, and this is my fault. I apologize.

Dianna LeVeck: Andy, I can email it if that is helpful if you want to make copies.

Mr. Roberts: Alright, so just a brief overview, and Chief Bell or anybody else that needs to speak up where I've missed stuff, let me know. We were contacted by Genesis earlier this year in regards to the, I guess for lack of a better term, rules that we have in place for EMS. And there has been ongoing conversation between the EMS Advisory Board and Community Ambulance. This proposal that is being considered here and that they're looking for ratification on is the, I guess, what would you call it, Chief? A recommendation of that Committee?

Jeff Bell: Yes.

Mr. Roberts: Okay. *Short-Term Modification to the City of Zanesville/CAS EMS Relationship. CAS offers to maintain one (1) consistently available truck 24/7 along with demand-driven additional trucks for a period of six (6) months beginning no later than October 1, 2023. The City of Zanesville agrees to CAS continuing as the primary 911 response team during the proposed six (6) month period. Note, CAS will continue to utilize the flexibility of their extensive fleet to continue assuring maximum 911 call capture. City of Zanesville and CAS agree to identify all opportunities to successfully screen and code all 911 medical calls so they can be appropriately directed to CAS. CAS agrees to partner with the City of Zanesville Dispatch leadership (Chief Comstock and Commander McCutcheon) to assist in training to support this outcome. CAS agrees to assist City of Zanesville in obtaining an updated EMD card set. Which, help, EMD card set (to Chief Bell)?*

Chief Bell: It is something that the dispatchers, that's kind of a prompt. So it gives them all the questions. You can either do it as cards which they're getting away from or you can do it as an app on the computer where when they call up, these are the questions you need to ask and each question leads to another question. So it gives them something to follow for dispatching.

Mr. Roberts: Thanks, Chief. And if you guys have questions about this, please speak up. *CAS agrees to evaluate opportunities to reduce question redundancy on 911 incoming calls. Zanesville Fire Department and CAS will collaborate to develop and implement evidence-based response methodologies that maximize patient care/safety and resource allocation/utilization. Somebody want to tell me what that means?*

Chief Bell: Part of it kind of falls along, Dr. Beight is our medical director. He's EMSAC director, so he is in charge of, the reason we are able to do EMS transport, we work under his license. So, whenever we make any changes to the protocols that we do to our first responder program or how we handle things, we get Dr. Beight to sign off on it because how we do things is on his license.

Mr. Roberts: Gotcha. Thank you, Chief. *CAS will continue to meet all other Advisory Board Rules for Emergency Medical Services. ZFD/Medic 1 agrees to respond to all public assists and service calls when available, including but not limited to: lift assists with no injury at time of call; blood pressure/vital checks; all calls originating at the City Safety Center, which is the jail.*

All parties agree to monthly reviews of the key elements of this proposal and commit to executing on identified opportunities. This will be accomplished through monthly meetings of the EMS Advisory Committee. Anything that I missed or that you guys want to add? Any questions from the Committee? Sorry I didn't have it printed off.

Mr. Foreman: It would have been helpful.

Mr. Roberts: I know it would have. I apologize. All right, well if everybody's, I mean Chief, is there anything that you have to say for or against this?

Chief Bell: We discussed it in depth. For me, this is the least disruptive of 911 service to the citizens, and it is the only thing that has been brought to my attention that does not commit, as the Mayor said before, the City to any long-term, locked into anything long term. So it's something, we moved our meetings to every month. Nobody knows what the numbers are going to be as this changes, and all parties are looking for ways to take some of the stress off of the 911 service, whether it be at the emergency room or on the transport. Some of the things we talked about in the meeting today is educating our medical partners and educating the public on what is an emergency. And I think if we're successful in that, there's things like paramedicine where we're sending paramedics out to the citizens where they're able to provide a service without bringing them to the ER, which helps our transport, which helps ER being over flooded, giving other options for people. We have mentioned at the meeting, we've done a very good job of getting into the schools and telling the kids that if you need help, call 911. I think we did a poor job of explaining to them what an emergency constitutes. But it's always brought to our attention through the Safety Director and others as we're looking at calls to the Police Department, to the Fire Department, to all of the 911, we get a lot of calls that maybe that's not the best use of resources. But if somebody calls, you know, we're going to provide help. So that's something all of us are going to work at in improving that and trying to weed out some of the nonemergency calls which will help those that actually need emergency 911 service.

Mr. Roberts: Thank you, Chief. So it's my understanding that as these rules are set up, they are recommended by the EMS Advisory Board and ratified by this Committee. So if nobody has any other issue, I'll entertain a motion to ratify the amendment.

Mr. Ballmer: So moved.

Mr. Foreman: Second.

Mr. Roberts: A motion and a second. Any further discussion? All those in favor, aye. Opposed same sign.

A voice vote was taken with all present in favor. None were opposed. Mrs. Osborn was absent.

Mr. Roberts: Motion carries. Thank you everybody who has gone all the way through that. I do want to add two things to the agenda tonight: discussion on school zone cameras which I believe we have somebody online that's going to maybe give us a little presentation on that, and we also received a request from the PD for discussion on purchasing a BearCat.

Side-by-sides on roads in the City

Mr. Roberts: First up though, there was some questions about side-by-sides, off-road vehicles, golf carts, things like that being allowed on the city streets. I know that other, usually smaller, municipalities have allowed such things. We've had our own particular set of issues with non-licensed vehicles on city streets in the past. And the City has gone through and enforced those pretty heavily at different times. So I had asked the administration and Chief Comstock if they could just speak a little bit about what that looks like. I think Chief is fairly well-versed in this subject.

Chief Comstock: Well thanks. Yes, just a little backstory on me. Aside from 20+ years in law enforcement, I came from the motorsports industry, and I'm a motorcycle enthusiast. So I know a lot of the little loopholes and whatnot. So, 10-12 years ago, the auto parts stores started selling little gas-powered mini rockets. It was a problem for about a summer, and we cleaned that up. Probably the most recognized problem has been in the last 5-10 years with the side-by-sides' popularity growing, and it's really muddied the waters on what's utility, what's sport, and then you throw golf carts in on top of it. I think the simplest way to understand what is street legal is it's what's allowed by law to be on the road. Every city, every village can create and pass an ordinance to make an exception to those. But for the State of Ohio, the only things allowed on the road that weren't built to be put on the road in the beginning is an off-road dirt bike only, which can be converted and titled from off-road, which is how it comes from the factory, to motorcycle, which is like a typical street bike.

When you're dealing with Kawasaki Mules, Kubotas, you know, the stuff a farmer would have all the way to your \$25,000 sport RZR's that these guys are going out and doing hill climbs and whatnot on, they all come with a manufacturer's certificate of origin. They're never titled. Each state dictates how that is going to become documented. In the State of Ohio, you take a manufacturer's certificate of origin to the Title Office, and for a side-by-side type vehicle, there are two ways it can go. The sport, fun-type vehicle is an AT, which translates to all terrain. When it's titled, it can then be registered, and they are issued a small motorcycle size license plate, which you've seen. Usually they're an orangish color, like an OVI restricted plate or sometimes they're white like a historical motorcycle plate. But regardless, they're given a small motorcycle sized plate, and it's good for 3 years. For a dirt bike that is not street legal, they're issued something similar, and it's a State of Ohio sticker that they stick on, and it's good for 3 years.

So, a farmer or a utility-type piece of equipment, if it has an actual dump bed, that certificate of origin is converted into a UV, which makes it a utility vehicle, and they're issued a full-size passenger car type license plate, and they're good for 1 year like all of our automobiles are. At no point in time are any of these vehicles titled as an automobile. So therefore, they're not street legal in the sense that they cannot be operated on a state route anywhere in the State of Ohio. Each county's sheriff can decide and dictate

what's allowed on the secondary roads. In Muskingum County, the Sheriff allows off-highway vehicles, ATVs. All that stuff is fair game out on your back county and township roads.

Mr. Roberts: Chief, if I can, it has to be licensed, right?

Chief Comstock: It needs to be registered, and what's confusing some people is they're getting the street legal conversion kits which consist of a horn and your mirrors. On a side-by-side, it's a turn signal kit. You can also put it on a dirt bike, but hand signals constitute that. But you have to have at least one functioning brake light, the horn, and at least one rear view mirror, in addition to your signals. So, people are doing that. But these still aren't street legal. Their confusion comes with they're getting a car-sized license plate, and they've put these street legal kits which can cost several thousand dollars in some instances. But they're fine to run around on the back county roads. The issue comes in hand when they're on a state route. OSP enforces it. They more or less have a no-pursuit policy when it comes to some of these souped-up sport side-by-sides because pursuits are kind of inevitable, they're dangerous, and these vehicles can just go anywhere they want.

You know, on the utility side of it, they wouldn't need to be registered if they'd put a slow moving placard on it, and it's a piece of agricultural equipment, which we see a lot of places. It's not an issue. But there's clearly two differences. The prongs on the enforcement side come from when we're allowing non-street legal vehicles on the roadways. Then suddenly you're opening a whole new can of worms on the operator, and we've had underage and unlicensed operators, uninsured operators, and then obviously whether the vehicle is or isn't registered and even if that's legitimate to the vehicle.

New Straitsville would be an example. It's Perry County. It's a village. They are ATV friendly. You can operate an ATV or a side-by-side anywhere in their village because they're on a piece of the Wayne National Forest Trailhead, and it's a tourism revenue thing. It's very popular. There's a huge, thousands of miles of trail, on the Hatfield & McCoy System throughout West Virginia, and that's tourism revenue. It doesn't mean they can speed or drive crazy.

Mr. Roberts: A quick aside, the population of New Straitsville is 654.

Chief Comstock: That sounds accurate. So, in Muskingum County, I don't know what's on the books, but I see side-by-sides daily in Frazeytsburg and Dresden. I'm unaware of any ordinances passed by the Council up there for the villages. I think it's just kind of a, behave yourself and you're okay with us. They also don't have 24/7 coverage, but I've seen law enforcement pass them. And it's understood that it's okay. I know Duncan Falls and Philo currently is experiencing a bit of a problem with it because it's gotten to the point that there's just kids of all ages on unregistered, unlicensed dirt bikes running around. You know, there's ordinances that can be passed in sections of the City that make it golf cart friendly because golf carts are a whole other animal. They come with a certificate of origin and are also not titled in Ohio as an automobile, but it's a whole other classification. It's a US, under speed vehicle. So, they kind of have their own special category in the ORC. So, sometimes cities and villages that have a large country club or golf community residential area will make an exception for golf carts in a certain area. Cautions to that in our Country Club area and then they start crossing 60 and end up at Walmart and things like that. They're

usually not causing a lot of trouble or a ruckus on the roads, but they're also going to be operating on a state route.

I reached out to OSP. I've had some contacts there. I didn't ask for a professional opinion on it, but usually the state will defer to enforcement for the jurisdiction that the state route passes through. Given Maple Avenue's length and traffic count, I find it unlikely that the state would step away from enforcement on that, even if we were ATV friendly. So most likely, we would still have to abide by the restrictions on state routes. But we've seen it, the biggest push has been from the Chandlersville area. People coming in on 146 and things like that. You know, they want to go to Mother Tucker's and get gas. That's one thing, and they probably do sometimes without us knowing, but they're in violation. We've seen them creeping into Underwood and going out 666. But I think the first time ones running up Maple Avenue, and I know it's happened a couple times, people will be calling.

There's some exceptions to these rules, in extreme emergencies for weather conditions and life & death-type matters. But I have seen parties of side-by-sides roll into Zanesville when we're in the midst of a heavy snowstorm. There's just not much you can do about it. But we've seen this problem nationwide with unlicensed, unregistered motorcycle clubs in the larger cities. A lot of times they're dirt bikes and 4-wheelers that shouldn't be on the road. But yes, I think the simplest way, because it has caused a lot of confusion, just because you got the street-legal kit on your side-by-side, it's just safety accessories. And even if you have a full-size car license plate, it's the title. You can convert a title on a motorcycle to an Ohio motorcycle title, but at no point can you convert anything side-by-side or even at four wheels no matter how many benches to an automobile title. If it's something the City wanted to entertain, I would say golf cart friendly areas could be a proposal, but I would steer clear of the side-by-side type vehicles.

Mr. Roberts: So, just my sentiment, I'm not in favor of any of it. I just wanted to get a flavor of this. It's a subject that's been broached, so we just wanted to get input from...

Chief Comstock: And there's a lot of confusion. A real problem, too, on the enforcement side is officer discretion, which I'm a big proponent of, but that really can leave people confused.

Mr. Roberts: It will.

Chief Comstock: The officer's ignorance to the law, and then the operator's ignorance to the law. And a lot of times it's really a genuine mistake. But I personally stopped quite a few people and just in sheer confusion. You know, they're like, well I installed it. I said, I know but you can't operate that here in the City and can't operate on a state route. And I get people's interest. If we were on the Wayne National Trail System, from what I've seen in the Hatfield & McCoy area, I would encourage it for the hotels and things like that. But you'd be talking maybe a trailhead out where WHIZ is would be the only justification for something like that.

Mr. Roberts: Okay. Well, it sounds like we're all on the same side of this. My biggest concern is the safety of all citizens involved. And I mean, as you said Chief, the side-by-sides, some of them can move faster than a car. But what we get into is when you let one, then where do we end? I know out in the hall we were talking about the pull start minibikes. I personally almost killed two kids on pull start minibikes on

two different occasions on Linden Avenue, and I thank ZPD for going through and getting that stuff cleaned up. But the one couldn't have been more than 9.

Chief Comstock: Right, and the age of use, we have an ordinance under our street section actually for toy vehicles on the street. And this is where it comes into play with the electric one wheel deals, the electric scooters, and we're starting to see things that are capable of 50 mph, and you don't even hardly see the vehicle. And then also, like I said, you know, the ORC clearly stipulates all the rules for a moped, a motorized bicycle. But those were a pedal-assisted motorbike, and now we're actually seeing bicycles with the motor added to it, and it really muddies the water. And honestly, for the average officer, unless someone's really being a pain or doing something reckless, it's just kind of, hey get that off the road. And not a lot of enforcement is taken. And then of course, one person sees somebody doing it, so then it just, you know, so I've been addressing it on my end. But I mean, there's a lot of confusion. And like I said, the title that the vehicle possesses is really the easiest way to kind of make it black & white.

Mr. Roberts: Sounds good. Any other questions from the committee? Thank you, Chief.

Mr. Vincent: Mr. Chairman, if I could?

Mr. Roberts: Yes, Mr. Vincent.

Mr. Vincent: Thank you. With that, just questioning, maybe we need to clean up our ordinances to make it a little clearer so the officers know what they're dealing with and to make it a little clearer for the public then also, so they know where we stand with this then. Because I've read through it, and it's not real clear.

Mr. Roberts: Okay, is that something that would be beneficial, Chief?

Chief Comstock: Yes, so definitions are the big key, and that's where the ORC falls. I guess the best way to put it, there's a lot of language for snowmobiles ironically, but Section B of 375.01 on the definitions is all-purpose vehicle, and it goes through everything for all types of terrain wheels, the whole bit. And it doesn't include utility vehicles, which that's a separate segment in titling, and then it also doesn't include golf carts. But, an all-purpose vehicle, by definition, 375.03 Code Application; Prohibited Operations, *the applicable provisions of this Traffic Code shall be applied to the operation of snowmobiles, off-highway motorcycles, and all purpose vehicles, which are all your side-by-sides and they are not to be on any street or highway, except for emergency travel and then there's another variety of breakdowns on private property and things like that. There's permitted operation to cross a highway, and of course that would be if we were allowing their use, they could cross Maple Avenue, but not be on it, that type of thing. But, like I said, they're out there daily and really unless they're causing a big problem, they kind of go unnoticed. I think enough people have gotten accustomed to seeing side-by-sides on the road, they don't think much of it. And a lot of people are registering them. The ones that are completely unregistered are really the biggest problem for enforcement because you're not going to have much to go on if you get into a pursuit or something like that. But yes, I don't know. A lot of the definitions in the ordinance are copy & pasted stuff out of the ORC. I know the most recent revisions in the ORC are from 2021. I don't know how current the language is on the ordinance. I would imagine it would have probably matched, but you could probably interpret it however you wanted to if you wanted to try to...*

Mr. Roberts: We'll go ahead and take a look at the legislation and see what we can do.

Mr. Vincent: I mean, we got more and more bicycle, well we talked about motorized bicycles out there with actual motors, fuel powered. And then we got the electric bikes and stuff. Some cities have allowed it as long as it's pedal-assisted and just a variety of different things. But I just thought if we make it a little clearer, then we would know what we're dealing with and when we have citizens ask, we can be better suited to give them information. So, thank you.

Mr. Roberts: Very good. Anything else?

School zone cameras

Mr. Roberts: All right, Mayor, I will let you introduce our guest on the school zone cameras.

Mayor Mason: Very good. Can you hear us online?

Cory Kuzyk: I can, sir.

Mayor Mason: Then Cory, if you don't mind introducing yourself, obviously talk about your product, what cities you are in, in Ohio presently. And I don't know, if your general counsel is going to join you, but just the legality of how it works with regards to school zones.

Cory Kuzyk: Yes, sir. My name is Cory Kuzyk. I am the Director of Strategic Accounts with Altumint. I just want to thank everybody for having me today. Prior to coming to Altumint 8 years ago, I was a sergeant for the Newburgh Heights Police Department, where I conducted their photo enforcement program for approximately 3 years before I started working for this company. Our current customers right now in the State of Ohio are the City of Dayton and the Village of Higginsport. It's probably best to note that from a small village of Higginsport right on the Ohio River down there in Brown County to the City of Dayton is kind of where we range from. There are several municipalities still in the State of Ohio that are conducting photo enforcement operations that are not with us. We are currently working on getting a few more in the State of Ohio. I do have a brief PowerPoint that I can share via the screen, and then I can send it off to you Mayor and it can kind of be shared about with everybody else.

Mayor Mason: I think it is set up to share, but go ahead. I had the PowerPoint earlier that you sent a little while ago.

Cory Kuzyk: I can just briefly go over it real quick and kind of go from there if that works for everybody, and then I have no problem sharing. So I'll be brief, and then if anybody has any questions, I feel it is kind of the best approach to take. If I can get the basic information out and then if anybody has any questions, I feel like the back & forth seems to be working a little better than me just rambling on.

So just briefly about Altumint, our mission is to obviously make communities a little bit safer by reducing accidents, injuries, or fatalities while providing non-taxpayer funded funding for Public Safety initiatives.

Which that means is that all of our systems, anything that we do is violator funded, so there is no upfront cost to the municipality to have our systems installed. They're monitored. We just take a portion of the revenue that would come from any paid violation or various sorts from that type payments. So, just about a year and a half ago, we were recently acquired by an equity firm called Capitol Meridian Partners. From there, that's been about a year that that's happened. Prior to that, we were formerly known as Optotraffic, and now two years ago, we changed our name to Altumint. And then now we have CMP onboard with us, which has then put our strategic advisory board together which is consisted of Mark Moon who is the retired president of Motorola Solutions, Mark Magaw who is a retired Chief of Police for Prince George's County, and Ed Davis who is the former Boston Police Department Commissioner that's on our advisory board.

From there, I'm just going to touch on what we have done for our end on the Ohio law, just to kind of touch on that, what allows us and other municipalities to do this. The ORC has stipulated how we can utilize photo enforcement. A few of the notable changes that have happened over the past several years would be the municipal court and how it retains jurisdiction over photo enforcement violations. If you were to do school zone, which is I know that's what we're talking about is school zone safety; there is no advanced filing fee to the courts when it comes to any ticket that is issued in a school zone. Anything that is issued outside the school zone does have an advanced filing fee, which is set by the courts. Local government fund is reduced if it's outside of the school zone. If it's in school zone, it is reduced but then returned back to the municipality used for school zone safety, and they're just earmarked for that. We have a wide variety of different solutions which would be radar and lidar based. So I think I'm going to stop there and see if anybody has any questions.

Mr. Roberts: So, Cory, I guess the first question is going to be, are these speed infractions or what are we monitoring?

Cory Kuzyk: It would be speed.

Mr. Roberts: Just speed?

Cory Kuzyk: Yes.

Mr. Roberts: Okay.

Cory Kuzyk: We do have the ability to do license plate readers kind of built into our speed systems. We have the capability. It is not required to do that. We have partnered up with Flock, which is a big LPR community.

Mr. Roberts: So, we went through a round of red light cameras. Scott, do you remember how long ago that was, 12, 14 years ago?

Chief Comstock: I remember when Newark put them in there.

Mr. Roberts: I guess the main issues that we ran into there, and I know that this is slightly different as far as the law is concerned, the ticket would be issued to the person who was on the registration of the vehicle, not the driver, because we weren't able to actually identify them. And then we also ran into issues with, I guess for lack of a better term, auto ticket generation system, where we would've had to have actually had an officer viewing the video while it was going on to actually issue the ticket.

Cory Kuzyk: So, you were going in and out a little bit, but I think I got the gist. So obviously the tickets, any violation that is created on the camera still goes to the registered owner of the vehicle. The registered owner then, for a really poor example, say I was driving your car. And then you got the ticket, and you know that I was driving your car. There is a process to transfer the liability to me and/or you just pay it and then I pay you back. Those are kind of the options, but there is a transfer of liability.

Mr. Roberts: So, you were starting to say, Cory, about the tickets.

Cory Kuzyk: Yes, so the tickets do go to the registered owner of the vehicle. There is a process that is built in for them to transfer the liability to the person that was driving the vehicle. And then I think, can you just refresh me? You had two parts to that.

Mr. Roberts: I believe, wasn't that part of it, Scott? That you actually had to have an officer watching the video monitoring device to issue the ticket?

Cory Kuzyk: That is actually, so if you're, back in 2017, the Ohio Supreme Court ruled that that was a violation of home rule, of the home rule doctrine. So that has since been lifted for any of the municipality that falls under home rule. So obviously counties and townships would still be required to have an officer present, but currently as it sits right now, villages and cities are not required to have an officer present at the system at the time of the violation.

Mr. Roberts: We are a statutory city. We're not home rule.

Mayor Mason: No, we are home rule for that purpose.

Mr. Roberts: For that purpose?

Mayor Mason: So, what Cory's talking about is in Ohio law, actually in the Constitution, it says that cities and villages have home rule capability, and that is just with reference to the types of ordinances that affect us. That's why he said townships and counties can't do it because they don't have home rule.

Cory Kuzyk: That is correct. So, like if your county sheriff wanted to enforce photo enforcement that he would have to have a deputy sitting at the system or be near the system at the time of the violation that was captured. So most municipalities ran for about 2 years if they still wanted to have photo enforcement found a way to make it happen. But then in 2017, the Supreme Court ruled in favor of the municipalities challenging some of the laws from 2015. I can go over the solutions. It's all fairly self-explanatory, but if you want to go through it, I have no problem doing that. The picture right there is one of our, it's called a Blackhawk. That is a pole-mounted photo enforcement using 4D radar. All of our systems meet the NHTSA

standard, which are +/- 1, no different than your in-car radar systems and/or handheld lidar systems all meet that standard draw within +/- 1 of the speed that's being detected.

Currently the City of Dayton has deployed, I think we have about 20 mobile systems out which the majority are currently in the school zones right now. They have most of those systems that you see in the picture currently on a trailer. So if you actually go to slide 18, right here is what Dayton currently has deployed out in their city right now. This is the portable side of things. If you were going to do it in a school zone, then we could probably get away with just doing a pole mounted as well, which was two slides up, slide 16. So this one right here is our Blackhawk on a pole instead of on the trailer. Why you see two systems that is doing a bidirectional, so we have a radar head for each direction of travel.

Mayor Mason: Now does the judge still come into play if a person appeals their ticket?

Cory Kuzyk: That is correct. So what we have done with Dayton Municipal Court is we worked with their court. We send them all the violations. Anybody that requests a hearing, it goes through the court and then they set it up for putting on their docket and the magistrate has been hearing those challenges.

Mayor Mason: Can you set it up with a speed bump or so that's a 25 mph zone, tickets don't go out until, say 30 mph?

Cory Kuzyk: Yes, the city sets the threshold. We have best practices that we've operated on. If you're in a school zone, I do believe Dayton is operating at 8 miles an hour during the flashing yellow times and then anything outside of that, they go to 10-12 mph over the posted speed limit outside the flashing yellow times as they're still in the school zone.

Mr. Roberts: So, once the ticket is issued, then I assume you guys have a payment portal?

Cory Kuzyk: We have a payment portal. So it can happen two ways – we can either accept the payment and then still work with the courts on that end, that's what we do in Maryland. Right now everything that's happening in Dayton is everything's going through Dayton Municipal Court and then we just invoice based on everything that has been paid. And then just between the city and the courts, we've worked it out. But we can work with the courts and just assist them in any way they possibly would need help. If they wanted to give us certain dates of these dockets, we could actually create the docket on their behalf and then send them all the data that would be required.

Mr. Roberts: And what's the payment percentage on your guys' end?

Cory Kuzyk: So we're generally, right now it really depends on the municipality and how the agreement gets written. It could be a fee per system and then a small charge for every mailed ticket or we can do a fixed fee of every paid ticket. It really just depends on what suits the city the best. We have varying schedules in our agreements for payment and what is charged and what benefits the city and obviously what would benefit us as well. But it's all very cost neutral. The city would never be upside-down in any way when it comes to our systems. So if there were zero tickets issued in one month, you're not going to owe us, you're not going to have to issue Altumint a check to pay for those systems in any way.

Mayor Mason: And again, the fees are in school zones, then there's no net negative to the city financially from the local government services fund.

Cory Kuzyk: That is correct, yes. It's all reimbursed through the state. I will tell you, there's quite a few municipalities in the State of Ohio that have completely foregone the local government fund as they have clearly a speeding problem and they have systems deployed outside of the school zones and they have just foregone what the local government fund, you know, what the state would give them out of the LGF and just made it a wash in some cases. In most cases, the municipalities that have made that decision have increased the revenue that they do generate off of photo enforcement. It far exceeds what they would have received from LGF and obviously the safety aspect that comes with this. What Dayton has done, obviously a larger city in the State of Ohio that would receive quite a bit of money from the local government fund, and they still have opted to utilize these systems inside and outside of the school zones.

Mr. Roberts: Okay. I lived through the last one, don't care to do it again, but once again we're here.

Mayor Mason: Chief, from a law enforcement perspective, I guess we're just trying to figure out a way of slowing traffic down in school zones.

Chief Comstock: Working with this in Zanesville was before my time as administration, but I know from when Newark implemented it, and I've got a cousin that is a public defender in Chicago, and he deals with their red light violations. Like he mentioned, this one, they do have a hearing option with the judge. Typically the ones I was familiar with, it was a civil violation. It wasn't a criminal traffic violation. They got a notice in the mail and ultimately you got hounded by the creditors if you fail to make a payment. As an administrator, I know that this can blow up your voicemail on complaints. I'm all for the enforcement. It sounds like a good program. Very coincidentally, my speaker I brought tonight on the BearCat is also my project lead on our Flock camera system. So, he's probably as well-versed as anyone at the department on the infrastructure of this and the LPR side of it, and all that. He mentioned it can piggyback off that, and we are going to have Flock cameras in the city or we do.

But I mean, you've got a really large school zone on Blue Avenue. I think a lot of the city on the north end is still trying to get used to the fact that it's 25 and not 35 there. You throw the 20 mph flashing lights on, there'd probably be a lot of revenue. Plus there's a grade, so I guess we could build that in a little bit. The amount of violations that this could generate, I honestly couldn't even begin to guess because of the traffic numbers on Blue Avenue and even more so, Pine Street, what it could do there. There are a lot of vehicles operated in the City that the registration do not match the vehicle. That's a whole separate enforcement issue of ours. But in this instance, it would complicate things. And then also the ability to file a petition to pass the liability on to the operator. We only wrote 81 parking tickets during the fair, and I know what I've had to deal with that just out of that. So we would probably have 81 of these tickets a day. And it would need to be a collateral assignment for somebody on my staff probably to stay on top of it. But if you're looking for revenue, it could definitely generate revenue.

Mayor Mason: Will it slow traffic down on Blue and Pershing and Pine?

Chief Comstock: Yes, I think it would assist. I don't know how much they pay attention to the 25's south of Pershing on Pine as it is. I know we have issues. They start getting notices in the mail for tickets that are automatically generated, yes, the local traffic, it will be a traffic calming measure. But we would need policy. I have some policy that is hidden right now in our Lexipol that can probably be enacted because we didn't have anything applicable. We're kind of working on that already with Flock just in the general security surveillance arena between the park cameras and whatnot. It seems like the red light cameras were a big, oh my gosh, why did we think this was a good idea, from the places I've seen that did them. And it really seems to be something that was 10 years ago. Red light violations are as dangerous or potentially as dangerous as speeding in a school zone. This is just kind of repackaged. I support the enforcement idea. I think there's a little bit of extra to it that needs to be discussed or thought about.

Mayor Mason: Cory, do you guys do a test or a trial period on any of those?

Cory Kuzyk: Yes, so I was just going to mention. I apologize. I got bits and pieces of what the Chief was talking about, but I think I got the gist. What I'd like to do is offer the city at no cost, no commitment to you even prior to doing anything else is we can come down and do a pre-traffic study. We have purchased systems from Jamár Technologies which is another company that we're not affiliated with. It's a little black box that we put on a pole, and we can leave it up for 24 to 7 days or if not longer and we can just do a traffic study. It has no cameras. We're not getting any plate information. It is literally a radar head that counts cars and gives us our speeds and breaks it all down, which we can do for the city at again, no cost and no commitment. This is actually a pretty good land. You know, noticing a problem if there is one, and in your particular school zones we can break down the times for school zone times and then what's happening outside those school zone times. That's something that we'd be more than happy to come down and do that. I guess I didn't mention this prior. I live in Kent, Ohio. So I'm not too far from you, just a couple of hours of drive. We do have technicians that work in Dayton, as well. I have three technicians down there servicing the City of Dayton and Higginsport and any future customers we do get. So obviously we could come down and if this is something that you guys wanted to do, doing the traffic studies, I could link up with the Chief or the Mayor and just tell me where you need them and we could have a conversation on that end.

Mayor Mason: All I know is people are still calling in wanting the rubber speed bumps that didn't last very long and they were damaged. But they did slow down traffic.

Cory Kuzyk: From my knowledge of those, especially if you do a more permanent speed hump, they are generally fairly noisy especially with cars going over them. So if it's in a residential area, I used to live in Akron Proper, and that was one of the biggest complaints was when they started doing those was the road noise that came from those especially at all hours of the night. That's just stuff I've read. I'm not suggesting that that's not; it is a good calming measure. I do believe the maintenance is one of the key factors there of how much money is it going to cost to constantly have to keep those maintained so they're doing their job. Whereas where our systems come in, there's really no maintenance. The only thing that really needs to happen on the city's end is more from the Police Department on the approval side of things.

Mayor Mason: Noise was the number one complaint that neighbors complained to me on is that they like that people are slowing down, but it's just the thud...thud, thud...thud. And then the fact that people were trying to swerve to avoid half of it by always having their left wheel to the left. And again, they were torn up. We think intentionally because they were all torn up the exact same way and the exact same night.

Mr. Roberts: Well, Cory thank you very much for your presentation. I think we're going to have to have a little bit more conversation on this from our end. But if we are looking to move forward, we'll definitely get a hold of you.

Cory Kuzyk: Absolutely, I would be greatly appreciative. I thank you for your time. And again, if there are any other questions, I apologize I wasn't there this evening. I just had another commitment, a committee meeting to attend to.

Mr. Roberts: No, you're fine.

Cory Kuzyk: So, I appreciate it and thank you for your time.

Mr. Roberts: Have a good night.

Chief Comstock: I would just look at maybe for future discussion if since Municipal Court would be a step in this for contest, probably bring in Judge Joseph and the Clerk in on it because that could generate quite a bit of additional...

BearCat Purchase

Mr. Roberts: Chief, you're the last thing on the agenda, and we're approaching an hour.

Chief Comstock: Well, this will be pretty quick because honestly I met with Doug and Kade on this a week or so ago, and it's something that we've been working on. So I brought Det. Mike Patrick. He's been here as long as I have. He is our SRT Team Commander, the SWAT team. He's assigned to our Drug Task Force with the Sheriff's Office. So as the SRT Team Commander, he's in charge of our equipment and whatnot. One of our biggest items we need to do is replace our response vehicle for tactical and safety reasons and just age. So he's been working on that, and then like I said coincidentally if you want to pick his brain, he's my team lead on the project for the Flock and Raven Safety System and he's been working on that.

Mr. Roberts: And Chief, I know what you're talking about, but can you just give a brief explanation of Flock and Raven?

Chief Comstock: So, Flock cameras and Raven shot spotter, Flock Safety Services offers LPR (license plate readers) that they install. It's a growing network, hundreds if not thousands probably of cameras are across the State of Ohio already. There's a few different vendors that are in the marketplace, but Flock is a big one. And we have 11 cameras throughout the city, a couple in the county on the edges of town. They were acquired through a grant from the Prosecutor's Office, so it was no expense to the city. We can enter suspect or missing person vehicles, partials, a variety of information. It's a huge network of

information. And then on top of that, the Raven Shot Spotter is an audio system just like all these microphones in here right here. We have them all over the city now in two different areas. About 120 devices in total have been introduced to the City. And when gunshots go off, they triangulate. And they've been using this in the Franklinton and Linden areas of Columbus for the last few years to the point the officers are able to find the shell casings in the side yard. Response times have drastically improved, and it just helps the community. So, if you hear "Flock" that is our cameras and our shot spot. Him mentioning piggybacking off of that infrastructure or that technology is a no-brainer with what his product is.

Like I said, Mike Patrick is here to talk. Basically we want to introduce the idea of the BearCat so that you are in the loop on what we're needing to buy. The price tag that it comes with, and obviously this would have to go out to bid and to Council and things like that. But there's only a handful of people that produce these products, and we found one that would serve our needs and not cost the city nearly what we had originally anticipated. So, he's got some quotes he can share and some information.

Det. Mike Patrick: Thank you, Chief. So like Chief said I've been with the Police Department for over 20 years. I've actually been on the Zanesville Special Response Team for over 17 years. I spent about 10 years as the Team Leader. Then when Mike Brown retired this year, I stepped up as the Commander. This has been a big, huge wish item for a long time. We can all play the lug game as much as we want, but we also know that the more and more Columbus is coming and it's infiltrating our area, and it's only a matter of time. Just like SRT tactics, everything slows. The concern more comes to officer safety, what we can do, so we look at armored vehicles. At one point in time, the time is going to come, and the better protection I can have for my guys is best. Just here recently, the Chief was able to get us two shields, two rifle rated shields. They're not cheap, and my guys welcomed them with open arms. And we run them every single time; we actually run them both. Just like we just had a raid over here on Columbia. So I'm not asking for something that's not going to get used.

Real quick backstory, currently we have two vehicles that are assigned to us. One is a van, a Chevy cargo van that we acquired 10+ years ago. It was a stolen vehicle from Florida that we recovered that the company never wanted. So they had since turned it over to the city. It offers no ballistic protection or anything along those lines. It truly is just a shelled out cargo van that's got some bench seats in for us. The problem with it, it's showing its age. It doesn't work like it's supposed to. They have to jumpstart it every single time, and it is slowly rusting away. It's actually in worse shape than our City Jail transport van, if you have any idea of what that is. Our other vehicle that we got is a huge International is an old squad vehicle. It currently has about 110,000-115,000 miles on it. The City actually bought that for a dollar from Reynoldsburg PD about 12-13 years. It was about the time when Dave Suci was the Chief. With that, we ended up sinking about \$10,000 into it that had motor work that needed done to it. That's one of the reasons why we got it so cheap, and it has served us very well. We've had our issues with it as vehicles go. But for the last 12+ years, that's been our main go-to vehicle. I can go out there right now and unplug it, and it'll start. I know it will run for us, but we're also talking about a 25+ year old ambulance that is going to come to an end here pretty soon.

Now, with that, we've been fighting and pushing and asking and begging and pleading and everything else for an armored vehicle. Currently, our closest, Cambridge just acquired a vehicle earlier this year. Coshocton County has an old military surplus MRAP, which at one point in time the City may have been

able to get one for free, but it comes with a whole lot of issues of who's going to work on them? How do you get parts? How do you park them? They're huge. The vehicles that we're asking for are based off an F-450 or F-550 chassis through Ford. Currently on our fleet when I talked to Billy down at Vehicle Maintenance, we currently have at least two, if not three, of these vehicles already currently running. They're Ford chassis parts that we can buy off the street. The biggest thing is, is just everything from frame up essentially: the motor, the drivetrain, wheels, everything like that is all off-the-shelf parts. The only thing they're doing is they're building a big, huge box for us that puts it around there, but all the electronics and everything else.

The company I've been working with is a company called Lenco. I understand that there is some stuff that may have to go through to the City, but Lenco is one of the ones that have been in the game the longest. They've been in it since the 80's. They have a very no-nonsense policy. We step into these other companies, they actually have various levels of ballistic armor that's afforded for these vehicles. Lenco doesn't do that. Whether we get the cheapest vehicle possible, we will have the best armor that they have. They don't cut any corners when it comes to armor. You get the armor; it's just what kind of vehicle you want surrounding and carrying it down the road.

When we originally started looking at these, they have a very overwhelming amount of models. We were looking at a price tag close to \$350,000 for running out the door price for one of these. After talking to a rep and actually working with him and actually getting rid of a lot of fat that we didn't need, stuff that would never probably be used, my final quote was \$255,000 for one of these vehicles. That's a gas chassis, so it's not diesel. When I talked to Billy at Vehicle Maintenance, he actually swayed us away from diesel. Part of the reason is because this vehicle isn't going to be used every single day. It's going to park, and it's going to sit a week or two at a time, and it doesn't get driven like a fulltime team would. With that, there may be some issues further on down the road in 2 or 3 years where we're having issues with some of these new diesels and they sit too long and they're not getting used. Whereas a gas motor, that would limit that issue. Even cutting back on that, I do have a quote, and I have more information about Lenco. But mainly I'm just here to try to get some okay.

The other thing that I do is when I got put in the Drug Unit, I probably talked to a lot more higher-ups than I'm supposed to, as essentially a detective. But with that, I actually talked to our Prosecutor, Ron Welch. I do not have a final amount; last I knew he said he would talk to Kade Haddox about it. But we have assistance that is going to come from the Prosecutor's Office. From what I gather, it's actually a pretty good chunk of assistance that the Prosecutor's Office is willing to help out.

Mayor Mason: This comes from the revenue from the drug arrests, right?

Det. Mike Patrick: Correct. Essentially it would come from a similar fund than what the City has right now. The Prosecutor's Office actually did want to buy one. They were going to pay full price for one of these armored vehicles to share with the Sheriff's Department. I have a very good working relationship with the Sheriff's Department. I work with deputies every single day, and it will not work. You get too many hands, too many people. It's who's going to park, who's going to take care of it, and the City, nor the County is really wanting to budge on it. So I think with that, that's where Mr. Welch was like, I will help you buy one, it's not half, but I will help you pay for one if you guys decide to go down that path, and I will help fork

over some money for it. We're still, even if I placed an order today, it's still a 9 to 12 month turnaround. So they don't have them in stock. They build them as you order them. It's built to you, as you have it. But it's a very easy process to get going, and it's a pretty barebones vehicle is what we're looking at.

Mr. Roberts: So, what are we looking at for longevity? You thinking 20 years?

Det. Mike Patrick: Again, yes. The nice thing is, the truck when we bought it, the International that we have right now, if we put 15,000 miles on it, I'd be surprised in the last 12+ years.

Mr. Roberts: Okay.

Det. Mike Patrick: Very rarely does it ever leave the City. Now, there is some behind the scenes stuff that if we were able to get one of these, it may change that a little bit, and I'll explain here in a minute. But very rarely do those vehicles leave the City. We do help the County. Sometimes we assist when they ask for our assistance. But outside the County, that vehicle probably, it's only been out there twice, and that's because we went to London to a training facility. Now, with something like this, there would have to be some sort of organization for it. But this would be offered to anybody else. If the Sheriff's Department doesn't have one by the time we had one and they need it, it would go to the Sheriff's Department. If Newark calls because they've got something bad going on and they need more armored vehicles, we would have a plan in order to be able to go assist them. This is a piece of equipment that yes, that we're going to keep here for the City and it's going to be for us. But it's also going to be, if somebody else needs it, if we can get it to them, we're going to get it to them because armored is not cheap. And we're Southeastern Ohio; we don't have a lot of money down here. I mean from us all the way down to the corner of the state, there's not a whole lot here.

Mr. Roberts: So, what level of armor is it?

Det. Mike Patrick: It will stop a .50 cal bullet.

Mayor Mason: Where would it be housed or stored?

Det. Mike Patrick: So, I've seen them. I've been to one, and I've been all inside one. I honestly don't know how tall it is, so we should be good to get it up underneath where our current truck is at now, and it would be a parking issue. But I would like to keep it somewhere under storage. Several years ago, a long time ago, Chief can probably tell me when the Fire Department still had the place on Northpointe. At one point in time, the City bought that. We actually stored the black truck up there, and it was a pain. So every time we called something, either somebody was on the way down to this call and had to stop there and get it, which 9 times out of 10 it was me, or you get somebody already here and then they got to run all the way back up there to get it. So the closer we can keep it down to the PD, the better. But, if this showed up in the driveway today, I would put that black truck that we currently have out in the weather, and this thing would hide.

Mr. Roberts: So, is that on the backside of the Police Department?

Det. Mike Patrick: Correct. If you go up underneath where you can pull underneath the jail, that's the International truck parked right there that you can actually see from South Street. And that would be something we'd have to do, but the more under storage obviously because I do want this to be long-term. I won't be here in another 20 years, and it's going to be here the rest of the time I'm here.

Mr. Roberts: So, the glass, everything on it, is rated to .50 cal?

Det. Mike Patrick: Correct. And this isn't just a thing to keep the team around. Eventually, we're going to have something, and there are devices on it and has a hydraulic ram that we asked for. It's a 10-12 foot ram that we can put on the front that has hydraulic capabilities. Essentially, it doesn't go in & out, but it can go up & down, left & right. But it allows that you can actually do that and move that armor vehicle up to, and if we got to breach a wall, we're breaching a wall. But it also keeps my guys safe. Also the way the doors are designed, everything in this, it has enough room to carry my whole team of 12 guys. So with the doors opened up, we can pull people in. We can use this as an evacuation, and we can use it as a rolling shield if need be for schools or any type of active situation that can get into. If it's still going on, it's going to be a huge benefit to the safety of not only the officers that are responding, and it's not just tactical team officers, I want to have road guys, anything else, or the civilians that could potentially be stuck in a bad situation.

Mr. Roberts: So, what was the final price you said you had?

Det. Mike Patrick: So, the last quote that I got was \$255,815.

Chief Comstock: And we have the funds. They're in our Drug Forfeiture Fund too. We've got the assistance from the Prosecutor's Office. The money is there. We just need to go through the procedure, and that's why we wanted to start with you guys tonight and introduce this idea and start moving forward basically because of the build time.

Mr. Roberts: Committee?

Mr. Ballmer: I'm good.

Mr. Foreman: I'm good.

Mr. Roberts: Okay.

Det. Mike Patrick: Feel free if you guys got any questions, let me know. Thank you.

Mr. Roberts: You're welcome. Anything else for the good of the order?

Mr. Ballmer made a motion to adjourn. It was seconded by Mr. Foreman.

Mr. Roberts: All those in favor, aye. Opposed same sign.

A voice vote was taken with all present in favor. None were opposed. Mrs. Osborn was absent.

Mr. Roberts: Motion carries. We stand adjourned. Thank you, all.

Mr. Roberts called the committee meeting to a close about 6:07 p.m.

Andy Roberts, Chairman

Billie Corns, Clerk of Council