CITY OF DELAWARE
PUBLIC WORKS - PUBLIC UTILITIES COMMITTEE
CITY HALL - COUNCIL CHAMBERS
1 SOUTH SANDUSKY STREET
DELAWARE, OHIO

AGENDA

6:00 PM **NOVEMBER 3, 2026**

Live streaming of meeting will be available under "Events" at www.cityofdelawareoh.gov

1. ROLL CALL

2. APPROVAL OF MOTION SUMMARY

   Approval of the Motion Summary from the Public Works/Public Utilities Committee meeting held on August 4, 2026, as recorded and transcribed.

3. PUBLIC COMMENT
   ATTEND AN OPEN MEETING: Open meetings are held in City Hall Council Chambers. Sign in forms to speak are available at the door. Name and address are required for public comment. Comments are limited to 3 minutes.
   EMAIL, LETTER, PETITION: Emails, letters, and petitions received to the Council Clerk by 10 a.m. the date of the meeting will be presented to members and submitted into the record. These items will not be read aloud during the meeting but will be available on the website following the meeting at the end of the next business day. Name is required. Please avoid including personal contact information if you do not wish it to appear online. Send to councilclerk@cityofdelawareoh.gov. PLEASE NOTE SUBMISSION TIME.

4. UPDATE AND DISCUSSON ON PUBLIC WORKS DEPARTMENT

   a. Solid Waste Management Program Update

   b. Chapter 929 - Proposed Refuse Code Revisions

   c. Chapter 197 - Proposed 2027 Commercial Collection Rates

5. UPDATE AND DISCUSSION ON ENGINEERING DEPARTMENT

   Route 23 Connect & US-23 to I-71 Connector (Update and Position Statement)

6. UPDATE AND DISCUSSION ON PUBLIC UTILITIES DEPARTMENT

   a. Summer Water Usage Overview

   b. Water Service Line Inventory Update

7. STAFF COMMENTS

8. MEMBER COMMENTS

9. ADJOURNMENT

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PUBLIC WORKS/PUBLIC UTILITIES COMMITTEE AGENDA ITEM REPORT

DATE:	November 3, 2026
SUBMITTED BY:	Council Clerk, City Clerk
ITEM TYPE:	Motion Summary
AGENDA SECTION:	APPROVAL OF MOTION SUMMARY
SUBJECT:	Approval of the Motion Summary from the Public Works/Public Utilities Committee meeting held on August 4, 2026, as recorded and transcribed.

SUGGESTED ACTION:

ATTACHMENTS:
20260804 Public Works Motion Summary.docx

PUBLIC WORKS/PUBLIC UTILITIES COMMITTEE
MOTION SUMMARY
AUGUST 4, 2026

ITEM 1. ROLL CALL

Vice-Mayor Frazier called the meeting to order at 6:00 p.m.

Members Present: Vice-Mayor Catlin Frazier and Councilmembers Linsey Griffith and Kyle Bogan

City Staff Present: Bill Ferrigno, Public Works Director; Emily Meek, Public Utilities Director; Andrew Beare, Assistant City Manager; and Paul Brake, City Manager

ITEM 2. APPROVAL OF THE MOTION SUMMARY

Approval of the Public Works/Public Utilities Committee meeting held September 23, 2025, as recorded and transcribed.

Motion: Councilwoman Frazier motioned to approve the Motion Summary of the Public Works/Public Utilities Committee meeting held September 23, 2025, seconded by Councilwoman Griffith. Motion approved by a 1-0-2 vote. (Members Griffith and Bogan, were not appointed or present for the September 23, 2025, meeting).

ITEM 3. PUBLIC COMMENT

There was no public participation.

ITEM 4. ELECTION OF CHAIR AND VICE CHAIR

Motion: Councilwoman Griffith motioned to elect Vice-Mayor Frazier as Chair and Councilman Bogan as Vice-Chair, seconded by Councilman Bogan. Motion was approved with a 3-0-0 vote.

ITEM 5. UPDATE AND DISCUSSION ON PUBLIC WORKS DEPARTMENT

a. Recycling & Yard Waste Updates/Public Information Campaign Decals

a. Staff Presentation

Bill Ferrigno, Public Works Director, provided examples of the new decals on the sides of the refuse trucks encouraging residents to dispose of rechargeable batteries appropriately; not in the regular trash bins due to the combustible nature of those batteries.

Mr. Ferrigno also displayed the new recycling decals for yard waste. There are several vendors who will no longer take yard waste from the city due to the number of 'contaminates' (items that may be recyclable but not actual yard waste).

b. Committee Feedback

There was no feedback on this topic.

b. Sidewalk Maintenance Update

a. Staff Presentation

Bill Ferrigno, Public Works Director, updated the committee on the sidewalk maintenance program including the process of sidewalk repairs and the amount set aside for the repairs.

b. Committee Feedback

There was no feedback on this topic.

c. Franklin Street Parking Lot- Dumpster locations

a. Staff Presentation

Bill Ferrigno, Public Works Director, provided an illustration of where the dumpsters are located, explained why the dumpsters are provided, and provided examples of proposed enclosures.

b. Committee Feedback

Discussion included when the project may be completed, if the alleyway/parking lot be repaved alongside this project, if the enclosure(s) would eliminate parking spots, if the businesses have access to recycling as well, and how to make access to the dumpsters for businesses only (to try to prevent illegal dumping).

Motion: Chair Frazier motioned to recommend the Public Works Department move forward with the Franklin Street parking lot dumpsters project, seconded by Vice-Chair Bogan. Motion was approved with a 3-0-0 vote.

d. Potter Street- Widening to accommodate on-street parking

a. Staff Presentation

Bill Ferrigno, Public Works Director, gave a quick history of this area of Potter Street and the impacts to Delaware Automotive. Mr. Ferrigno stated an alternative solution to the No Parking Zone on the CSX property was to create parallel parking along Potter Street near Delaware Automotive.

b. Committee Feedback/Recommendation

Discussion included whether curbs would be added to the parking spaces, if Delaware Automotive was aware of those parking spaces would be public parking and not just for business purposes, and if the current orange fencing would stay and if not, how parking on the CSX property would be policed.

Motion: Vice-Chair Bogan motioned to move forward with the Potter Street widening, seconded by Councilwoman Griffith. Motion was approved with a 3-0-0 vote.

e. Alley Improvement- to offset loss of E Central on-street parking

a. Staff Presentation

Bill Ferrigno, Public Works Director, gave a description of where the alley is located and the reason for the alley improvement.

b. Committee Feedback/Recommendation

Discussion included whether the alley would be widened.

Motion: Councilwoman Griffith motioned to move forward with the Potter/Richardson alley project, seconded by Chair Frazier. Motion was approved with a 3-0-0 vote.

f. Alley Improvement in core business district

a. Staff Presentation

Bill Ferrigno, Public Works Director, gave the location of the alley, providing photos of the alley, stated this was a public alley, and stated the alley would be ground down before repaving.

b. Committee Feedback/Recommendation

Discussion included where the parking of the apartments is located related to the alley.

Motion: Vice-Chair Bogan motioned to move forward with the alley improvement project by Sherman Williams, seconded by Councilwoman Griffith. Motion was approved with a 3-0-0 vote.

g. DriveDelaware - Facebook page relaunch (formerly known as AccessDelaware)

a. Staff Presentation

Bill Ferrigno, Public Works Director, stated City Manager Beare came up with a new name for the AccessDelaware. This app is for information purposes only for road closures and projects.

ITEM 6. UPDATE AND DISCUSSION ON PUBLIC UTILITIES DEPARTMENT

a. Public Utilities Reporting Preferences

a. Staff Presentation

Emily Meek, Public Utilities Director, asked the Committee for guidance about what they would like Public Utilities to start doing, stop doing, and what can be continued bringing to the Committee for agendas.

b. Committee Feedback

Feedback included any changes to the code, relationships with community partners, conversations about water capacity, usage, and educational metrics about how water is being used.

ITEM 7. STAFF COMMENTS

Bill Ferrigno had no further comments.

Paul Brake, City Manager, stated he will feature in his bi-weekly update to address other community issues with cyber-attacks on their water supplies. Ms. Meek shared how her team is working with IT to add multi-factor authentication to various systems.

Andy Beare, Assistant City Manager, shared the new water rates seem to be working as they should be; people using water 'normally' are typically seeing the same amount, if not a lower bill amount than someone who irrigates their lawn.

Emily Meek stated her department has been working closely with the Finance Department to make sure the bills reflect the amount of water usage.

ITEM 8. MEMBER COMMENTS

Vice-Chair Bogan had no further comments.

Councilwoman Griffith had no further comments.

Chair Frazier had no further comments.

ITEM 9. ADJOURNMENT

Vice-Chair Bogan motioned to adjourn the Public Works/Public Utilities Committee meeting at 6:41 p.m.

The meeting adjourned at 6:41 p.m.

_____

Chair

_____

Clerk

AGENDA ITEM NO. a

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PUBLIC WORKS/PUBLIC UTILITIES COMMITTEE AGENDA ITEM REPORT

DATE: November 3, 2026

SUBMITTED BY: Bill Ferrigno, Public Works

ITEM TYPE: Discussion Item

AGENDA SECTION: UPDATE AND DISCUSSON ON PUBLIC WORKS DEPARTMENT

SUBJECT: Solid Waste Management Program Update

SUGGESTED ACTION:

ATTACHMENTS:
2026 Refuse Operation Report Final 102826.pdf

EST 1808
CITY OF
DELAWARE
OHIO

Public Works Department

Solid Waste Management Program



75 Years of Excellence Serving the Community

Prepared by William L. Ferrigno, P.E., Director of Public Works

Shane Harding, Superintendent

Nick Howard & Bart Bowman, Refuse Supervisors

November 3, 2026

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Background & History

The City of Delaware has provided its residents with a publicly managed solid waste collection service since first being introduced in 1951. During the 75 years of operations, many aspects of solid waste management have changed including the closure of two locally owned landfills, modernization of equipment to automated tip cart collection, and expansion of refuse operations to include both curbside yard waste and recycling collection. State and federal regulations now mandate strict and costly requirements in the management of solid waste disposal, as well as the perpetual monitoring of closed landfills for water quality degradation and explosive gas migration. Though landfills are no longer operated within the city, the nearby availability of the county owned waste transfer facility allows for the continued provision of economical collection services.

Today, the city continues to provide high quality and efficient solid waste collection with a fleet of thirteen frontline collection vehicles, three back-up collection vehicles and sixteen full-time and one seasonal staff member. Curbside residential refuse, yard waste and recycling collection are provided on weekdays to nearly 50,000 residents. While many area communities subscribe to private refuse collection services at rates varying from $24.00 to $36.98 per month, the city is able to provide the community with high-quality services at a monthly rate of $27.00. There are many ancillary benefits to maintaining the local refuse collection operation that deserve consideration, most importantly public access to city officials to present questions and concerns. Other benefits include the availability of trained CDL drivers to assist the Street Division with winter snow and ice operations, service of the seventeen city parks and public facilities, and provision of refuse collection services for the many local events, street fairs and public gatherings held throughout the year.

The City of Delaware formally established a Division of Sanitation within the Public Service Department by council ordinance No. 2199 approved on February 5th, 1951. The ordinance established the rules, means, methods and costs associated with the collection and disposal of garbage from all properties within the city. The action was performed "in the interest of the public health and general welfare of the City of Delaware to provide a uniform system for the collection and disposal of garbage and trash, and that said garbage systems to be operated exclusively by the City of Delaware." The operation formerly began on July 1st, 1951 serving Delaware's 12,000 residents with four rear load refuse collection vehicles and a crew of twelve men.



Refuse was initially collected and taken to the Cherry Street landfill for disposal up until 1973 when that landfill was closed due to lack of space for continued operation and expansion. In advance of the closure, the City purchased property to open and operate the Curve Road landfill east of the Norfolk Southern Rail Line and north of Curve Road. After seventeen years of operation, the city closed the Curve Road landfill in 1990 opting instead to utilize the County's refuse transfer station on US 42 north of the

city. Reconstructed in 2023, the county transfer station remains in use today and is managed by a private contractor for daily solid waste disposal operations. The enlarged facility includes a dedicated recycling materials tipping floor which allowed the city to no longer tip, sort and reload recyclable materials within our own Public Works facility, saving substantial time and cost. All city residential and commercial waste is taken to the county transfer station. The current cost of disposal for refuse at the transfer station is $68.36 per ton. This rate is subject to periodic adjustment based on operating expenses and is referred to locally as the "tipping fee". Tipping fees in the city account for an estimated $1,300,000 in annual refuse operation costs, making up just over 23% of the total cost of providing refuse service within the city.

The Solid Waste Disposal Act of 1965 (SWDA) regulated the monitoring requirements at the Cherry Street landfill, closed in 1973. Since that time, additional regulations including the Resource Conservation and Recovery Act (RCRA) of 1976, and numerous other federal and state regulations have had far reaching impacts on many aspects of municipal solid waste management and operations. By the time the Curve Road landfill was closed in 1990, strict regulations had been established to control landfill operations and closures, in order to better protect both surface and ground water supplies. Regulations have impacted both of the city's closed landfills in different ways. At Cherry Street, the city is mandated to monitor for the presence and migration of explosive gases, primarily methane, generated through the decomposition of landfilled materials. Due to the presence of several occupied structures within 1000 feet of the edge of the Cherry Street landfill, the city maintains 18 gas monitoring wells to monitor gas migration. Methane readings are collected monthly, recorded, and reported to the OEPA.

The Curve Road landfill, closed seventeen years after its initial opening, is subject to even more restrictive monitoring including both explosive gas and ground water contamination. There are currently 4 gas monitoring wells and 13 groundwater monitoring points at the Curve Road landfill. Following closure, a groundwater leachate collection system was required to be installed and operated, which was subsequently constructed in 2006. The system collects an average of 2.6 million gallons per year that must be transported to the Wastewater Treatment facility for proper treatment before being released into the Olentangy River. Historically, Refuse staff had spent on average 900 hours annually for the pumping and transport of leachate from the Curve Road landfill to the Cherry Street Water Reclamation facility. In 2016, a leachate transfer line was completed from the landfill to the South-Central Sanitary sewer just north of the landfill. The $620,000 transfer line provides for the direct conveyance of leachate to the sanitary collection system, eliminating time consuming and costly pumping and trucking costs. All present and future monitoring, maintenance and capital improvement costs associated with both landfills remain the responsibility of the city. The city spends on average $100,000 annually on environmental consulting services for assistance with explosive gas monitoring, groundwater sampling, lab analysis and mandated OEPA reporting. Landfill monitoring and capital improvements costs are funded by revenues generated through refuse rates.

The City of Delaware is included in the Delaware, Knox, Marion and Morrow Joint Solid Waste District (DKMM), the governing body established by State regulation in 1989 to develop and oversee the district's Solid Waste Management Plan. Among other things, the District places emphasis on reducing

solid waste through the implementation and support of recycling operations and makes funding available through grants to assist in supporting recycling opportunities. The district receives financial support via fees originally established in 1994. The current fee charged by DKMM is $7.50 per ton and is collected as part of the tipping fees charged at the transfer station. Over the past decade the city has received DKMM grant funding to offset costs associated with the purchase of refuse equipment, tip carts, and numerous public information handouts for various programs.

Residential Waste Collection

Residential waste service includes household refuse, recycling and yard waste collection. City residents serviced by tip carts are required to subscribe to city refuse service. The city currently has just over 16,500 customers using the tip cart system. Tip carts were introduced in 2001 to be able to continue to provide cost-effective service at competitive rates for all customers. The tip-cart system requires specialized automated vehicles that can be operated by a single person. The tip cart collection system allows for expanding collection coverage as the city grows, with considerably less staff than the three-man crew per vehicle required of rear load service operations.

The city can provide efficient service to its just under 50,000 residents today with only 16 full-time employees and 1 part-time employee, in contrast to the twelve initially required to serve the city in 1951. Many communities across the country have switched to automated tip cart collection to control costs and provide improved, more efficient collection service. A 96-gallon tip cart paid for by the resident is the primary refuse container utilized for service, though 35-gallon containers are available for residents not requiring the larger unit. Weekly residential refuse service is provided utilizing a fleet of five automated tip cart collection vehicles, each with a single operator capable of servicing 850 stops per day.



Residential Recycling Collection - In 1992, the city began a curbside recycling collections program that produces an average of 2,700 tons annually of combined fiber, glass, and mixed plastic and metal materials. The program was initiated in part, to meet State mandated refuse reduction standards requiring a 25% diversion of solid waste away from landfills within the DKMM Solid Waste District. Approximately 85% of city residents participate in the curbside recycling program, up from 40% following the introduction of the 65-gallon residential recycling tip carts three years ago. The materials are collected by the city and taken to the Delaware County Transfer Station. With additional transportation and sorting, recyclables are sold to businesses that process them into usable material and new products. Fluctuations in the market demand for recycled materials remain volatile. The estimated $1,334,000 cost of managing the recycling program represents 24% of the total refuse operation in 2026. The recycling program is supported by use of four, automated, side-load recycling vehicles, each manned by a single operator. In 2023 the city partnered with Delaware City Schools in piloting a recycling

dumpster collection service at no additional cost to the schools. The pilot program was very successful and well received by the schools. This prompted the city to expand the program to all current and future commercial refuse customers. Currently, there are twenty-three commercial accounts producing an estimated 115 cubic yards of recycling per week.



Residential Yard Waste Collection - Yard waste collection remains an integral part of the overall refuse operation and remains a widely utilized service by most local residents. There is no limit in the city as to how much yard waste can be set out on a weekly basis. The estimated $596,000 program represents 11% of the overall annual refuse operation cost. Though the yard waste program has been subject to several cost cutting measures over the last twenty-five years including the elimination of the curbside leaf vacuum collection service and subsequent elimination of free leaf bag distribution, the program itself remains widely popular, generating over 2,200 tons of yard waste annually. Yard waste materials, which include leaves, cut and bundles branches, tree limbs and Christmas trees, are collected and delivered to Ohio Mulch, a privately operated organics composting facility in Delaware. Approximately 90% of yard waste collected is disposed of through Ohio Mulch at a disposal rate of $6.88 per ton, accounting for the estimated $13,000 in tipping costs per year. Yard Waste Collection service operates year-round with weekly collections taking place mid-April through January, and by scheduled appointment with the Public Works department February through early April. Yard waste collection operations utilize two rear-load packer vehicles, each with a two or three-man crew.

Move-in and Move-out Service - The city offers a move-in/move-out collection service to residents and will take unlimited boxes, bagged trash and even carpeting that has been appropriately cut, bundled and tagged. Appointments are scheduled through the Public Works customer service line. This service is limited to single family owner-occupied residences.



Bulk Item Collection – Since its introduction in 2021, curbside bulk item collection service is a popular and economical service for many residents without a means to dispose of large items. Bulk items can include appliances, furniture or other items too large to be disposed of in a tip cart. The weekly service is available to city residents by scheduled appointment made through the Public Works customer service line. The current fee for this service is $50.00 for up to five (5) items, and $10.00 for each additional item for up to eight total items per residential stop.

Commercial Solid Waste Collection

The city serves 71 businesses, 18 city parks and public facilities, and 75 multi-family developments with commercial dumpster collection through its weekly commercial collection operation. Commercial collection rates are consistently monitored and remain competitive with the private sector. Commercial refuse collection is supported by use of two rear-load refuse collection vehicles operating on weekdays, with limited additional collections in the downtown district on Saturdays. These trucks are frequently utilized in other areas of Public Works such right-of-way cleanup along US 23, storm cleanup, holiday and weekend collection, special events (i.e. First Friday's, parades, downtown weekend collections, Arts Festival, Car Show, etc.). Businesses subscribing to city commercial service are provided with steel dumpsters varying in size from 2 to 8-yard capacity and serviced from once a week to daily collection.

Downtown Business Collection & Accessible Dumpsters - Businesses located in the downtown district may subscribe to the city's commercial refuse collection service or subscribe to private collection if preferred. Because not all properties have available space at the rear of the building for placement of dumpsters of other refuse containers, they are limited to placing bagged trash or tip carts along the sidewalk for curbside collection. To assist with these challenges, the city began an alternative approach by placing publicly owned dumpsters on private property to which the property owner is compensated on an annual basis for use of the property. Business and property owners needing access to refuse services can then utilize these publicly accessible dumpsters for a fee as determined by the city based on the amount of refuse generated on a weekly basis. Since the inception of the program, the occurrence of bagged trash being placed along the curb in front of buildings has been greatly reduced. While these arrangements can work, changes in business occupancy and property ownership require a substantial amount of staff time adjust agreements, rates, and collection schedules. The city maintains publicly accessible dumpsters along the alley south of William Street between 17 and 27 W. William Street to service business properties on the southwest block. Additionally, the city maintains four, 6 CY dumpsters in the N. Franklin Street public parking lot for use by businesses along N. Sandusky and W. Winter Street.



Downtown Refuse & Recycling Containers – As part of the three separate Streetscape Improvement phases that began in 1999, the city included placement of public refuse receptacles throughout the streetscape improvement area**.** In 2015 the city installed twenty recycling containers in the downtown business district to increase recycling opportunities for patrons of area businesses. Results regarding the utility of recycling containers remain below expectation. While some individuals take time to properly dispose of recyclable materials in the containers,



public understanding of recyclable materials remain low, leading to improper use and contamination of the desired recyclable materials. Contaminated materials are not usable and end up in the main refuse stream to be disposed of in landfill operations. The contamination rate is as high as 50% of all material collected downtown. Though recycling cans are clearly marked as to what should be placed within them, they continue to be utilized for general waste disposal.

Special Collections

Christmas String Light Collection - The city partners with the Delaware General Health District and DKMM for an annual string light collection. This program provides several locations to drop off string lights to be recycled during the holiday season. The Public Works facility remains a designated drop-off point for area residents from November through January.

Hefty Renew Program - The city assisted in piloting the Hefty Renew Program where residents can purchase specific bags from local grocery stores and fill them with hard-to-recycle materials (i.e. Styrofoam, plastic wear, sandwich bags, etc.) The bags are then placed alongside regular weekly recycling and subsequently collected through weekly recycling curbside collections. The orange bags are identified and separated from the other recyclables by the recycling facility and converted into products by private companies. For unknown reasons, Hefty has decided to end this program after February 2027.

Food Scrap Composting Program - The city partners with the Delaware General Health District and DKMM in a food scrap composting program. This program is a free and voluntary effort. City of Delaware residents may pick up 5-gallon food scrap containers from the Public Works facility. Participants then can place foods scraps (raw or cooked) meat, bones, oil, coffee grounds, dairy, dirty paper towels and napkins in the container. Residents then transport the containers to Price Farms Organics Ltd. where the food waste is processed into useable organic materials at no cost to participants.

Refuse Collection Rates



The anticipated $5.4 million refuse operations budget for 2027 covers the cost of providing the full range of solid waste management services including labor, equipment, fuel, and disposal fees for residential and commercial services. While commercial fees are determined by the quantity, size, and frequency or servicing dumpsters for individual customers, residential rates are developed as a single combined monthly fee based on the cost of providing household waste, recycling and yard waste collection to all participants. Refuse collection rates are periodically adjusted to account for increasing costs of labor, equipment, fuel, and disposal fees. The city's $27.00 per month residential collection rate is below the $28.54 average monthly rate for communities across Delaware County and allows for the continuation of weekly curbside collection of residential waste, recycling and unlimited yard waste materials without imposing fuel surcharges, reducing frequency of collections per month, or charging return trip fees. The city also offers among the highest senior discounts at 25%, which is substantially higher than the 10% offered by the private sector waste management collection firms. The city continues to provide high quality and efficient solid waste management service to the residential and business community. The table below compares the current city of Delaware residential collection service rates to other central Ohio communities. The residential refuse collection rate for 2027 will remain the same as 2026.

Commercial Rates – The anticipated cost associated with commercial refuse collection in 2027 is $791,000 including the estimated annual tipping costs. Commercial or "Dumpster" rates are based on two components being the cost to service an individual dumpster unit, and the cost to dispose of the waste from each unit. The first remains consistent for all dumpsters while the second varies depending on dumpster capacity. Because the city offers a wide variety of dumpster unit sizes and service schedules, the table below provides the calculated monthly cost per individual dumpster unit as a function of size and service frequency. The second table below includes the anticipated 2027 commercial (dumpster) collection rates that are being adjusted over the current rate.

Curbside Solid Waste Collection Summary – Delaware County Region											
		Weekly Curbside Collection				Monthly Fees				Updated 10/19/26	
Community	# Residents	Refuse	Recycling	Yard Waste	Bulk Item	Rate	95 Gallon Refuse Container	65 Gallon Recycling Container	Total Monthly Rate [4]	Senior Discount	Exemption Service
Delaware	45,000	✓	✓	✓	✓[1]	27.00	Inc.	Inc.	$27.00	25%	✓
Powell	14,163	✓	✓	✓	Free	20.99	3.69	Inc.	$24.68	10%	✓
Galena	1024	✓	✓[2]	X	Free[9]	23.50	3.50	Inc.	$27.00	10%	✓
Sunbury	6,614	✓	✓	X	Free[5]	18.00	3.21	5.51	$26.72	10%	X
Marysville	27,853	✓	✓[8]	✓[3]	✓	25.00	Inc.	Inc.	$34.50	28%	X
Liberty Twp.	18,271	✓	✓[2]	X	Free[6]	20.93	3.50	$3.50	$27.93	10%	✓
Genoa Twp.	24,924	✓	✓[2]	X	Free[6]	20.93	3.50	Inc.	$24.43	10%	✓
Orange Twp.	30,516	✓	✓[2]	X	Free[6]	20.93	3.50	Inc.	$24.43	10%	✓
Berlin Twp.	7,774	✓	✓[2]	X	Free[6]	24.00	Inc.	Inc.	$24.00	10%	X
Berkshire Twp.	4,476	✓	✓[2]	X	Free[6]	24.00	Inc.	Inc.	$24.00	10%	X
Delaware Twp.	2,138	✓	✓[2]	X	Free[6]	24.00	Inc.	Inc.	$24.00	10%	X
Porter Twp.	2,194	✓	X	X	Free[10]	25.26	2.50	X	$27.76	10%	X
Concord Twp.	10,951	✓	✓	X	Free[11]	24.57	Inc.	Inc.	$24.57	10%	X
Westerville	38,165	✓	✓	✓	Free[12]	29.98	3.50	3.50	$36.98	10%	X

(1) $50 for up to five items; $10 each additional item
(2) Twice a month
(3) Yard Waste service costs an additional $9.50/month
(4) The average monthly rate for listed jurisdictions is $26.23.
(5) Additional $53.50 per freon appliance
(6) Additional $65 per freon appliance
(7) Uses 18-gallon recycling bins
(8) Additional $5.51 for curbside recycling. Includes a tipcart.
(9) One large item per week. Freon must be removed and red tagged.
(10) Refrigerant must be removed and red tagged.
(11) $30.00 fee for refrigerant removal
(12) $67.00 fee for refrigerant removal

Proposed 2027 Monthly Commercial Collection Fees					
	Weekly Service Frequency (Dumps per week)				
Dumpster Size CY	**1**	**2**	**3**	**4**	**5**
2	$137.00	$274.00	$412.00	$549.00	$686.00
3	$147.00	$294.00	$441.00	$588.00	$734.00
4	$157.00	$313.00	$470.00	$626.00	$783.00
6	$176.00	$352.00	$527.00	$703.00	$879.00
8	$195.00	$390.00	$585.00	$780.00	$975.00

Pilot Programs & Future Initiatives

Household Hazardous Waste & Battery Collection (Pilot Initiative) – The City of Delaware will be working with the Delaware County Health Department (DCHD) and DKMM to establish a dedicated household hazardous waste drop-off location within the city for use by area residents. Access to the drop-off location will be by appointment only. The drop-off will be opened to the public one day per month beginning in April/May of 2027and will accept items such as rechargeable batteries, cleaners, pesticides, electronics, tires, paint etc. The drop-off location will be managed by DCHD and DKMM employees. It is anticipated the location to be open for appointments for five or six months of the year. Call in advance to schedule appointments and determine fees.

Transition to Front-Load Automated Collection Equipment – In 2027 the Refuse Division will be reviewing a proposal to transition from side-load automated collection equipment to front-load equipment. Though essentially similar in cost, the front-load equipment has unique advantages including improved operator visibility of tip cart placement, access, and of the contents when emptied. The front-load equipment can access more locations, especially along curved streets where tip carts are difficult to reach with side-load equipment. Front-load vehicles are also utilized to service commercial dumpsters without the operator exiting the vehicle two separate times at each service location to attach to and reposition each dumpster serviced. Most importantly, front-load refuse vehicles can service both residential waste and recycling collection as well as commercial dumpster operations allowing for improved redundancy in operations while limiting the variety of vehicles serviced by the Fleet Division.

Refuse Building Expansion – It has been ten years since the last planned expansion of the refuse facility. Considering the continued high rate of growth in residential housing in the city, the second phase of the Refuse Building is now being considered, which will consist of an 8,000 SF addition to the southwest corner of the existing facility to accommodate an additional sixteen to twenty refuse vehicles. The current refuse collection routes are near capacity with the existing equipment. In review of the Planning and Community development Departments 'Housing Pipeline Report' there are 1,615 single family units and 2,379 multifamily units approved, under construction or recently occupied. There are an additional 7,882 residential units under preliminary approval. This level of growth can only be accommodated with an expanded refuse collection fleet and associated vehicle storage facility.

Additional Solid Waste Disposal Resources

Rechargeable & Lithium-Ion Batteries – Rechargeable batteries used in cell phones, computers, electronics, toys, power tools etc. must **NEVER** be disposed of in tip carts or included with recycling materials. Improper disposal has led to three separate fires involving Public Works vehicles and facilities over the past three years, and hundreds nationally. Rechargeable batteries can be properly disposed of several ways. The Delaware, Know, Marion & Morrow County (DKMM) waste district hosts periodic hazardous waste material disposal days in the district where batteries can be turned in. DKMM also sponsors designated drop-off locations where appointments can be made by contacting the DKMM district office to schedule a date and time. There are no fees for individual residents to drop off rechargeable batteries. Home Depot located 6-miles south of the city on US 23 accepts rechargeable battery drop off at no cost.

Household Hazardous Waste - Household cleaners, pesticides, herbicides, pool chemicals, gasoline, kerosene etc. can be dropped of at a DKMM (Delaware, Knox, Marion, Morrow) Solid Waste District sponsored drop-off events or by appointment at a dedicated DKMM hazardous waste drop-off location. Visit www.dkmm.org or call 419-751-2290 for more information and to view a complete list of accepted household hazardous chemicals and products.

Automotive - Automotive batteries, radiators, engines, transmissions, and wheel rims can be taken to Sims Recycling Center at 65 London Rd., Delaware 740-363-9192.

Motor Oil & Filters - Motor Oil can be taken to TSC, Auto Zone, Wal-Mart Tire & Lube in Delaware. Oil filters that are drained of oil and sealed in a plastic bag can placed in the regular refuse for disposal.

Gasoline & Kerosene – Petroleum based fuels can be disposed of at Central Ohio Oil, Inc., 795 Marion Rd, Columbus 614-443-9728.

Antifreeze & Other Automotive Fluids - Automotive fluids can be disposed of through a DKMM (Delaware, Knox, Marion, Morrow) Solid Waste District sponsored drop-off event or by appointment at a dedicated DKMM hazardous waste drop-off location. Visit www.dkmm.org or call 419-751-2290 for more information.

Car and Truck Tires - Recycle at the Delaware County Transfer and Recycling Center (TRC), 892 US42 N 1-800-828-8171 Ext. 2620 for a fee per tire.

Vehicles - Wheels for Wishes will pick up old and broken-down vehicles, at no cost to the owners, and recycle or auction them to benefit Make-A-Wish Ohio, Kentucky and Indiana. 1-877-431-9474 or wheelsforwishes.org. Sims Recycling Center also purchases automobiles 740-363-9192

Latex Paint - Latex or water-based paints may be disposed of properly in your weekly refuse service tipcart. Paint MUST be dried out by leaving the covers off the containers, or mix with paint hardener, cat litter, floor dry, or sawdust in a plastic bag or lined box. Once it is completely dry, bag it up and place it with your weekly refuse.

Oil Based Paints - Oil-based paints are NOT permissible in refuse containers but can be disposed of through a DKMM (Delaware, Knox, Marion, Morrow) Solid Waste District sponsored drop-off events or by appointment at a dedicated DKMM hazardous waste drop-off location. Visit www.dkmm.org or call 419-751-2290 for more information.

Medical Waste - Place needles or syringes in a thick plastic container e.g. laundry or detergent bottles with a screw-on cap. Store the container in a safe place where it won't be disturbed until you are ready for disposal. When full, tape the lid down to the container and mark the container as "Sharps" or "Needles", and place the container on your refuse tipcart lid on your collection day.

Prescription Medicine - Unused prescription medicine can be disposed of at no cost at the Delaware Police Department lobby. Prescription medicine should **NEVER** be thrown away with general refuse or flushed into the sewer where it can impact the downstream water supply.

Major Appliances (White Goods) - Washers, dryers, stoves, hot water tanks, refrigerators, freezers, dehumidifiers, and air conditioners can be disposed of through the city Bulk Item Collection program described above. White goods may also be taken to the County Transfer and Recycling Center TRC, 892 US42 North 1-800-828-8171 Ext. 2620 or Sims Recycling Center 740-363-9192 at 65 London Road in Delaware. Both locations charge a fee for items containing refrigerant.

Electronics - Electronics except for TVs and computer monitors can be taken to Sims Recycling Center for a nominal fee 740-363-9192. Contact the Delaware General Health District (740) 368-1700 or DKMM (Delaware, Knox, Marion, Morrow) Solid Waste District (dkmm.org or 419-751-2290) for additional electronic recycling drop-off options throughout the year. Fees apply.

Construction Debris - Construction materials or debris: Concrete/masonry block, gravel, dry wall, flooring, lumber, sheathing, shingles, insulation, wood pallets, stone, asphalt may be taken to the County Transfer and Recycling Center TRC, 892 US42 North 1-800-828-8171 Ext. 2620. Call ahead for current fees.

AGENDA ITEM NO. b

Item Cover Page

PUBLIC WORKS/PUBLIC UTILITIES COMMITTEE AGENDA ITEM REPORT

DATE: November 3, 2026

SUBMITTED BY: Bill Ferrigno, Public Works

ITEM TYPE: Discussion Item

AGENDA SECTION: UPDATE AND DISCUSSON ON PUBLIC WORKS DEPARTMENT

SUBJECT: Chapter 929 - Proposed Refuse Code Revisions

SUGGESTED ACTION:

ATTACHMENTS:

CHAPTER 929 2027 Revisions DRAFT 101026.pdf
Fact Sheet ORD 27-XX Chapter 929 Refuse Collection.pdf
Ordinance 27-XX Chapter 929 Refuse Collection.pdf

CHAPTER 929. - REFUSE COLLECTION [12]

929.01. - Definitions.

As used in this chapter:

(e)"Director" means the Director of Public Works **for the City of Delaware** ~~of the City.~~

(p)"Refuse collector" means the City and any and all of its authorized agents or employees connected with the collection and disposal of refuse.

(n)"Refuse" means garbage, trash or rubbish which is accumulated by individuals and businesses in their normal day-to-day operations, excluding construction waste, recyclable material and yard waste.

(k)"Recyclable material" means materials that can be recovered from the general refuse stream to be reused in another form including, but not limited to, plastic, glass and metal beverage containers, paper, magazines, newsprint and cardboard.

(r)"Yard waste" means lawn trimmings, leaves, vines, brush, whole Christmas trees, garden waste and other vegetation that are compostable and biodegradable.

(d)"Construction waste" means building materials and debris resulting from or accumulating in the construction, alteration or major repairing of any building or structure.

(h)"Food waste" includes every refuse accumulation of animal, fruit or vegetable matter.

(b)"Bulk item" means individual items too large to fit a tipcart container including, but not limited to, furniture, appliances, and exercise equipment.

(c)"Commercial collection" means the collection of refuse via dumpster units.

(q)"Residential premises" means all single-family and multi-family premises used for the purpose of human habitation which contain sleeping quarters and/or cooking facilities for the use of individual and/or separate households.

(i)"Multi-family premises" means all residential premises in the City with two or more **connected** dwelling units used for the purpose of human habitation. ~~which contain sleeping quarters and/or cooking facilities for two or more families or housekeeping units living independently of each other.~~

(g)"Dwelling unit" means one room or a suite of ~~two or more~~ rooms designed for or ~~used~~ use by one family ~~or housekeeping unit~~ for living and/or sleeping purposes ~~and having only one kitchen or kitchenette.~~

(o)"Refuse cart" means a ~~32-gallon, 64-gallon or 96-gallon~~ wheeled cart of varying size and ~~with~~ closeable lid, serviceable by ~~semi-~~automated collection equipment ~~for the collection of refuse or recyclable waste.~~

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(m)"Recycling cart" means a ~~64-gallon~~ wheeled cart of varying size with closeable lid, serviceable by ~~semi-~~automated collection equipment.

~~(t)"Recycling bin" means an 18-gallon rectangular plastic container provided by the City for disposing of recyclable materials.~~

(f)"Dumpster" means a large steel refuse container **of varying capacity** with closeable lids.

(j)"~~Publically~~ **Publicly** accessible dumpster" means any dumpster owned by the City and accessible for refuse disposal by multiple property owners/building tenants.

(a)"Bag tag" is a sticker that may be purchased and placed on bags of refuse for disposal through City collection service.

(Ord. 17-29. Passed 5-22-17; Ord. 22-36. Passed 5-9-22)

929.02. - Residential refuse customers.

(a) Each single-family residential premises in the City shall subscribe to City refuse collection service **using refuse and recycling carts.**

~~(b) Each multi-family residential dwelling unit in the City that can reasonably accommodate the storage and servicing of standard issued refuse cart containers within garages, car ports, enclosed patios, or other such enclosures as determined by the City, shall subscribe to City refuse collection service.~~

(c) Multifamily premises **in the City** ~~constructed without garages, car ports, or other such enclosures suitable for the storage of refuse cart containers may~~ **shall subscribe to city refuse collection service.** ~~dumpster units, and compactor units. provided either through the City, or via private refuse collection services.~~

(Ord. 17-29. Passed 5-22-17; Ord. 22-36. Passed 5-9-22)

929.03. - Commercial refuse customers.

(a) Commercial customers shall be serviced using dumpsters of appropriate size and frequency to provided adequate capacity for both weekday and weekend use and are subject to commercial collection rates.

(b) Commercial customers that generate a small volume of waste on a weekly basis may be serviced via refuse cart(s) or bagged trash, at rates established in Section 197.02 of the City Code.

(Ord. 17-29. Passed 5-22-17; Ord. 22-36. Passed 5-9-22)

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929.04. - ~~Publically~~ **Publicly** accessible dumpsters.

(a) In some instances, refuse service may be provided for both residential and commercial customers through use of a publicly owned dumpster positioned in predetermined locations and open to use by multiple property owners/building tenants.

(b) The monthly charge for access to a publicly accessible dumpster shall be determined by the Director.

(Ord. 17-29. Passed 5-22-17; Ord. 22-36. Passed 5-9-22)

929.05. - Refuse containers; specifications; placement; disposition.

(a)Refuse carts for both refuse and recycling collection shall be initially paid for by the customer and distributed by the City and shall remain the property of the City. Repairs to and replacement of existing refuse carts necessary as a result of normal usage and wear/tear, shall be provided by the City at no charge to the customer.

(b) Dumpster containers placed at multi-family **residential** properties shall be purchased by the property owner, placed by the City, and shall remain the property of the City.

(c) Dumpsters for commercial customers not servicing residential households shall be provided by the City.

(d) The weight of a fully loaded refuse cart container with the lid closed shall not exceed the manufacturer's recommended maximum load **or the capacity of the refuse equipment from servicing them.** ~~of 335 pounds for a 96-gallon unit; 224 pounds for a 64-gallon unit, and 115 pounds for a 32-gallon unit. Containers exceeding these restrictions may not be serviced.~~

(e) Refuse carts, recycling **carts** ~~containers~~ and yard waste shall be placed at the location specified by the City for servicing on the scheduled collection day.

(f) No person, except a refuse collector, shall remove any refuse from any premise other than his or her own, without the property owner's permission.

(g) Each refuse customer served by the City or a licensed private hauler shall conform to the rules and regulations relating to refuse collection and disposal as specified by the Director of Public Works under authority granted in Section 929.10 of the City Code. Current rules and regulations establishing these procedures shall be available to all refuse customers and licensed private haulers.

(Ord. 17-29. Passed 5-22-17; Ord. 22-36. Passed 5-9-22)

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929.06. - Deposit of refuse in proper containers/length of storage/location of containers.

(a)All refuse being disposed of must be contained within appropriate collection containers whether being serviced by the City or licensed private hauler.

(b)All refuse, recycling and yard waste must be placed at the curb no later than **5:00 a.m. on the day of collection**, and in unobstructed locations ~~so as~~ to be readily serviceable by ~~semiautomated~~ **automated** equipment.

(c)No refuse or recycling container may be placed within the public right-of-way for more than 24-hours preceding or following the servicing of that container by the City ~~or private refuse hauler.~~

(d) Refuse containers must be stored in locations as determined appropriate by applicable zoning regulations, HOA provisions, or property deed restrictions.

(Ord. 17-29. Passed 5-22-17; Ord. 22-36. Passed 5-9-22; Ord. 25-11. Passed 3-24-25)

929.07. - City's refuse collection schedule.

(a) The City shall collect refuse from residential and commercial premises within the City at least once every week in accordance with schedules, routes and policies as established by the Director.

(b) The refuse collection schedule is delayed by one day during weeks containing the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

(c) A normal weekly refuse collection schedule is maintained on the following holidays: Martin Luther King Day, President's Day, Juneteenth, Columbus Day, Veteran's Day and Christmas Eve.

~~Collection days may be adjusted during weeks where the City observes a holiday such that normal City operations are suspended.~~

(d) Yard waste is collected on a weekly basis coinciding with the regular residential collection schedule from April 15 through November 30, ~~and~~ in January for the collection of Christmas trees**, and from December 1st through April 14th by contacting the Public Works Department to schedule a collection date.**

(Ord. 17-29. Passed 5-22-17; Ord. 22-36. Passed 5-9-22)

929.08. - Reserved.

DRAFT

929.09. - Collection charges.

(a) All residential and commercial **premises** in the City subscribing to City refuse collection service shall be individually billed by the Finance Director, unless such charges are waived by the City Manager due to unusual or practical considerations of a particular situation.

(b) In cases where multiple customers occupy the same property or building, the City may elect to invoice the property owner for refuse collection services instead of individual tenants.

(c) Charges for collection of residential and commercial customers shall be in accordance with the Fee Schedule in Section 197.02 of the City Code.

(e) The monthly collection rate for customers assigned to a publicly accessible dumpster shall be determined by the Director, and generally be in line with the rates established in Section 197.02 of the City Code for refuse cart and dumpster collection.

(f) ~~One or two person households where the residents are~~ Residents 65 years of age or older are eligible for a 25% discount off the current monthly residential collection rate **when the monthly city utilities account is established in the resident's name OR whose eligibility can be verified by the property manager when residing at a multifamily property unit**. The discount shall remain at 50% off the current residential refuse collection rate for customers who were provided with the senior discount rate before 6/1/2022.

(g) Bag tags may be utilized as a method of disposing of additional bags of refuse or other household items exceeding the allowable volume of refuse which can be contained within a refuse cart with the lid closed. Bag tags may be purchased at a cost set forth in the Fee Schedule in Section 197.02 of the City Code.

(h) When requesting a temporary discontinuation of refuse collection services, a fee set forth in the Fee Schedule will be assessed to have the container(s) removed. When the account is reactivated an additional fee will be assessed to have the container(s) returned. If container(s) is/are not removed charges will continue to be assessed on a monthly basis.

(i) Changes to container sizes at the request of the customer will be allowed within a 30-day grace period of the initial establishment of service without a fee being assessed. Changes made after the 30-day grace period will be subject to a service fee. Changes will be permitted only twice within a calendar year.

(j) In cases where there are no established rates, the Director may establish classifications of service and fix rates governing such classifications. When such classifications are made and rates established, they shall have the same force and effect as though they were a part of this section.

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(k) The Director may modify the above charges if particular circumstances or conditions require it.

(Ord. 17-29. Passed 5-22-17; Ord 22-36. Passed 5-9-22)

929.10. - Director's collection rules and regulations.

The Director of Public Works, for the purpose of collecting and disposing of refuse, is hereby authorized and directed to make such rules and regulations as are necessary or convenient therefore, such regulations to have the same validity as ordinances when not repugnant thereto or to the Constitution or laws of the State.

(Ord. 17-29. Passed 5-22-17)

929.11. - Private collector requirements.

(a) All private collectors shall conform to the rules and regulations regarding licensing requirements as provided within the Ohio Revised Code.

(b)The transportation of refuse by private collectors or haulers shall be in vehicles covered in such a manner as to prevent the littering of the public ways of the City in any manner. Collection vehicle requirements are governed by rules and regulations as provided within the Ohio Revised Code.

(Ord. 17-29. Passed 5-22-17)

929.12. - Disposal at an approved site.

No person shall dispose of, bury, burn or dump within the corporate limits of the City, any refuse created within or outside the City. All refuse shall be conveyed to and disposed of at an appropriately licensed municipal waste disposal site.

(Ord. 17-29. Passed 5-22-17; Ord. 22-36. Passed 5-9-22)

929.99. - Penalty.

Whoever violates any provision of this chapter is guilty of a minor misdemeanor. A separate offense shall be deemed committed each day during or on which a violation occurs or continues.

DRAFT

(Ord. 17-29. Passed 5-22-17)

DRAFT

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: DATE:

ORDINANCE NO: 27-XX RESOLUTION NO:

READING: First PUBLIC HEARING: Yes

TO: Mayor and Members of City Council

FROM: Andrew Beare, Acting City Manager

VIA: William L. Ferrigno, P.E.

TITLE OF PROPOSED ORDINANCE/RESOLUTION:
AN ORDINANCE REPEALING AND REPLACING SECTION 929 OF THE CITY OF DELAWARE STREETS, UTILITIES AND PUBLIC SERVICES CODE ESTABLISHING GENERAL RULES AND REGULATIONS FOR THE COLLECTION OF REFUSE

BACKGROUND:
The City recently completed an analysis of the solid waste collection service and collection rates associated with the provision of residential and commercial refuse collection service throughout the community. As part of that process, several policies concerning existing regulations and practices were reviewed and determined to require updating.

REASON WHY LEGISLATION IS NEEDED:
Changes in industry solid waste management practices involving the collection, handling, and disposal of refuse have impacted the equipment, collection schedule, and customer base within the city. The introduction of automated equipment, increased capacity recycling containers, and use of the new Delaware County Transfer station impact city collection operations. Proposed revisions will allow for maintaining an efficient solid waste management service while expanding collection service operations within the multifamily residential development area. to have the option of subscribing to city or private refuse collection services.

COMMITTEE RECOMMENDATION:
Potential changes to the rules governing refuse collection were discussed on the November 3rd, 2026 Public Works and Utilities Committee and subsequently referred to city council for public review and council approval.

FISCAL IMPACT(S):
Maintaining efficient collection operations is key to maintaining monthly collection charges at a competitive cost to residential customers. Maintaining best practices within the city solid waste management program allows for monthly rates to stay within the average Central Ohio monthly rates offered by the private collection industry while offering superior residential and commercial collection service.

POLICY CHANGES:
Updates definitions; Expands collection to include all new residential developments; Updates the use of container capacity and sizes for both refuse and recycling services; Expands yard waste collection to all-year service; Defines certain holidays where refuse service is not impacted or delayed.

PRESENTER(S):
William L. Ferrigno, P.E., Director of Public Works

RECOMMENDATION:
Approval

ATTACHMENT(S)
Proposed Section 929 – Refuse Collection

ORDINANCE NO. 27-XX

AN ORDINANCE REPEALING AND REPLACING SECTION 929 OF THE CITY OF DELAWARE STREETS, UTILITIES AND PUBLIC SERVICES CODE ESTABLISHING GENERAL RULES AND REGULATIONS FOR THE COLLECTION OF REFUSE

WHEREAS, the City of Delaware provides refuse collection service to its residents and businesses within the community, and

WHEREAS, the rules and regulations regarding the manner in which refuse collection service shall operate require periodic update and revision to conform to current practices and industry standard, and

WHEREAS, a comprehensive review of the refuse collection rates and program has been under consideration by the city resulting in desired changes to the refuse collection code, and

WHEREAS, Chapter 929 of the STREETS, UTILITIES AND PUBLIC SERVICES CODE shall be modified to include updated language detailing the current practices and regulations associated with the collection and disposal of refuse within the city,

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Delaware, State of Ohio:

SECTION 1. That Chapter 929 of the Codified Ordinances of the City of Delaware is hereby amended and replaced in its entirety by the following new section (attached hereto)

SECTION 2. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Ohio Revised Code.

VOTE ON RULE SUSPENSION: YEAS____NAYS____

ABSTAIN ____

PASSED: _____, 2027 YEAS____ NAYS____

ABSTAIN ____

ATTEST: _____ _____

CITY CLERK MAYOR

AGENDA ITEM NO. c

Item Cover Page

PUBLIC WORKS/PUBLIC UTILITIES COMMITTEE AGENDA ITEM REPORT

DATE: November 3, 2026

SUBMITTED BY: Bill Ferrigno, Public Works

ITEM TYPE: Discussion Item

AGENDA SECTION: UPDATE AND DISCUSSON ON PUBLIC WORKS DEPARTMENT

SUBJECT: Chapter 197 - Proposed 2027 Commercial Collection Rates

SUGGESTED ACTION:

ATTACHMENTS:
Proposed Rates 2027.pdf

Current Monthly Commercial Collections Fees					
Dumpster	**1 Dump/week**	**2 Dump/week**	**3 Dump/week**	**4 Dump/week**	**5 Dump/week**
2 CY Dumpster	$108.00	$216.00	$324.00	$432.00	$540.00
3 CY Dumpster	$119.00	$238.00	$357.00	$476.00	$595.00
4 CY Dumpster	$129.00	$258.00	$387.00	$516.00	$645.00
6 CY Dumpster	$150.00	$300.00	$450.00	$600.00	$750.00
8 CY Dumpster	$171.00	$342.00	$513.00	$684.00	$855.00

Proposed 2027 Monthly Commercial Collection Fees					
	Weekly Service Frequency (Dumps per week)				
Dumpster Size CY	**1**	**2**	**3**	**4**	**5**
2	$137.00	$274.00	$412.00	$549.00	$686.00
3	$147.00	$294.00	$441.00	$588.00	$734.00
4	$157.00	$313.00	$470.00	$626.00	$783.00
6	$176.00	$352.00	$527.00	$703.00	$879.00
8	$195.00	$390.00	$585.00	$780.00	$975.00

Item Cover Page

PUBLIC WORKS/PUBLIC UTILITIES COMMITTEE AGENDA ITEM REPORT

DATE:	November 3, 2026
SUBMITTED BY:	Jonathan Owen, Engineering
ITEM TYPE:	Discussion Item
AGENDA SECTION:	UPDATE AND DISCUSSION ON ENGINEERING DEPARTMENT
SUBJECT:	Route 23 Connect & US-23 to I-71 Connector (Update and Position Statement)

SUGGESTED ACTION:

ATTACHMENTS:

Fact Sheet Res 26-XX US 23 Position Statement.docx
Res 26-XX Position Statement.docx
23 Connect and 71 Connector Position Statement Oct 2026.pdf

EST 1808
CITY OF
DELAWARE
OHIO

FACT SHEET

AGENDA ITEM NO: DATE: TBD

ORDINANCE NO: RESOLUTION NO: 26-XX

READING: PUBLIC HEARING:

PRESENTER: Jonathan R. Owen, City Engineer

TO: Mayor and Members of City Council

FROM: Andrew Beare, Acting City Manager

VIA: Jonathan R. Owen, City Engineer

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

A RESOLUTION EXPRESSING THE CITY OF DELAWARE'S SUPPORT FOR THE RECOMMENDATIONS OF THE U.S. 23 CORRIDOR STUDY (ROUTE 23 CONNECT) AND ADOPTING THE ROUTE 23 CONNECT & US-23 TO I-71 CONNECTOR POSITION STATEMENT

BACKGROUND:

The state legislature directed the Ohio Department of Transportation to evaluate the feasibility and identify a preferred route for a new highway connection directly linking US 23 and I-71 in northern Delaware County and portions of Marion and Morrow counties. Accordingly, ODOT performed study and released the *US 23 / I-71 Connector Joint Plan Final Report* on October 1, 2026.

Previously, over the course of two feasibility studies prepared in 2022 and 2024, ODOT identified preferred concepts for making improvements to US 23 between Waldo and I-270 in order to enhance regional connectivity, mobility, and safety along the corridor. In the course of preparing the 2024 Preliminary Feasibility Study and U.S. 23 Corridor Action Plan, City staff coordinated closely with ODOT to advocate for the City's interests in maintaining community connectivity while identifying alternatives to make improvements to decrease congestion and

increase safety. City Council passed a resolution of support for the Route 23 Connect projects via Resolution 23-75.

The US-23 to I-71 Connector and Route 23 Connect studies seek to identify solutions for essentially the same objectives - to reduce travel time to/from US 23 north of Delaware to I-270 and the broader transportation network around Columbus. Because it is unlikely that $1+ billion will be spent on both a new highway connecting US 23 to I-71 and major US 23 corridor upgrades, it is important to make the City's position known that the State of Ohio's priority, relative to the two projects, should be the recommendations of the Route 23 Connect Study.

REASON WHY LEGISLATION IS NEEDED:
To make known the City's position about the importance of US 23 improvements.

COMMITTEE RECOMMENDATION:
Public Works/Public Utilities Committee

FISCAL IMPACT(S):
N/A

POLICY CHANGES:
None.

RECOMMENDATION:
Passage.

ATTACHMENT(S)
Resolution
Route 23 Connect & US-23 to I-71 Connector Position Statement

RESOLUTION NO. 26-XX

A RESOLUTION EXPRESSING THE CITY OF DELAWARE'S SUPPORT FOR THE RECOMMENDATIONS OF THE U.S. 23 CORRIDOR STUDY (ROUTE 23 CONNECT) AND ADOPTING THE ROUTE 23 CONNECT & US-23 TO I-71 CONNECTOR POSITION STATEMENT

WHEREAS, in 2025 the Ohio Department of Transportation (ODOT) completed the *2024 Preliminary Feasibility Study* and the *U.S. 23 Corridor Action Plan* for the U.S. 23 Corridor Study, PID 112768 also referred to as Route 23 Connect.

WHEREAS, the Route 23 Connect study made recommendations for improvements to the US 23 corridor between Waldo, Ohio and I-270 in order to reduce travel time, improve travel time reliability, improve safety, and to improve consistency with local community goals.

WHEREAS, in 2026 ODOT and the Ohio Turnpike Commission completed the *US 23 / I-71 Connector Joint Plan Final Report,* as required by the state legislature, to evaluate the feasibility and identify a preferred route connecting US 23 to I-71 via a new highway north of the City; and

WHEREAS, the City of Delaware recognizes and emphasizes the need to reduce travel time, improve travel time reliability, and improve safety along the US 23 corridor and desires to provide comments re-emphasizing its support for the conclusions of Route 23 Connect.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Delaware, State of Ohio, that:

SECTION 1. The City of Delaware supports the conclusions of the U.S. *23 Corridor Study* (Route 23 Connect).

SECTION 2. The City of Delaware's position is that the primary focus to improve travel time and safety for motorists in the Delaware region, and for the Toledo to Columbus connection, should be to implement the high performing concepts identified in the *U.S. 23 Corridor Action Plan, January 2025*.

SECTION 3. The City of Delaware hereby adopts the attached *Route 23 Connect & US-23 to I-71 Connector Position Statement* dated October 2026 including the conclusions therein as its position relative to Route 23 Connect and the US-23 to I-71 Connector.

SECTION 4. The City Engineer shall provide a copy of this resolution to ODOT, elected state representatives, and other officials as appropriate, to make known the City's support and advocate for the Route 23 Connect recommendations.

SECTION 5. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Resolution were taken in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law including Section 121.22 of the Revised Code.

PASSED: _____, 2026 YEAS____ NAYS____

ABSTAIN ____

ATTEST: _____ _____

CITY CLERK MAYOR

EST 1808
CITY OF
DELAWARE
OHIO

ROUTE 23 CONNECT & US-23 TO I-71 CONNECTOR
CITY ENGINEER'S POSITION STATEMENT

October 2026

EXECUTIVE SUMMARY

The primary focus to improve travel time and safety for motorists in the Delaware region, and for the Toledo to Columbus connection, should be to implement the high performing concepts identified in the *U.S. 23 Corridor Action Plan, January 2025*.

BACKGROUND

The history of the City of Delaware (Delaware), its current vitality, and its future is intrinsically linked to the US 23 corridor and connected transportation network.

In recent years, the future of US 23 and Delaware has been the subject of several high-profile studies including: the *23/36/42 Freight Corridor Study*, *Route 23 Connect*, *Strategic Transportation & Development Analysis*, and the *US-23 to I-71 Connector Feasibility Study*. A synopsis of each study is provided next.

23/36/42 FREIGHT CORRIDOR STUDY

- **Purpose** To evaluate US 23, US 36, SR 37, and US 42 corridors and their ability to safely and efficiently move goods.
- **Key Findings**
  - Improvements at 19 intersections and segments recommended to address traffic operations, safety, and geometry issues.
  - 10 recommendations located in Delaware; implementation incomplete.

ROUTE 23 CONNECT

Route 23 Connect, the branded name for the US 23 Corridor Study, was an extensive analysis of the US 23 corridor from Waldo, Ohio to I-270. It included two separate preliminary feasibility studies in 2022 and 2024 followed by a corridor action plan in 2025.

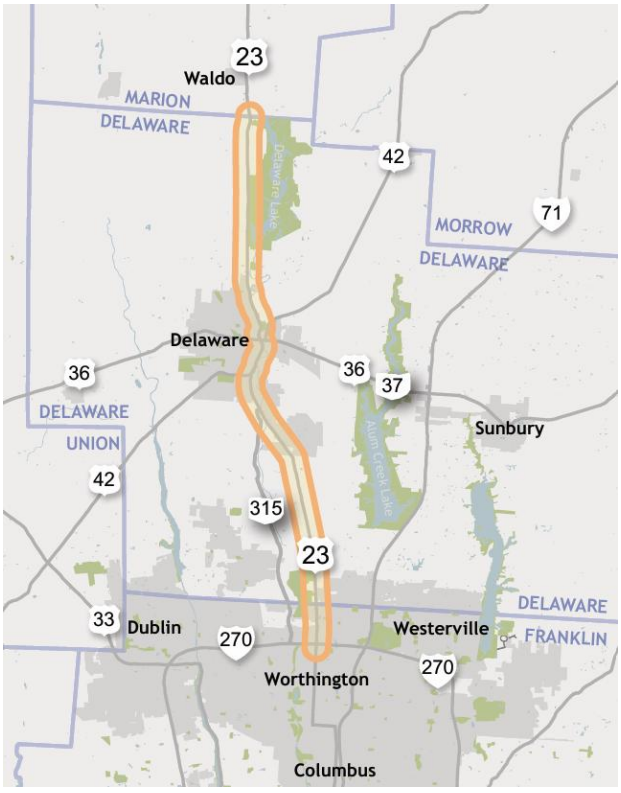


Figure 1 – Route 23 Connect Study Area (ODOT, 2025a, Figure 2)

ROUTE 23 CONNECT (CONTINUED)

2022 PRELIMINARY FEASIBILITY STUDY

- **Purpose** To determine the feasibility of creating a fully free-flowing connection between the Columbus and Toledo regions.
- Evaluated upgrading the existing US 23 corridor to a fully free-flowing route, constructing a new freeway to the west to US 33, and constructing a new freeway to the east to I-71.
- **Key Findings**
  - 12,200 through trips/day between Waldo & I-270. 46% uses US 23 to I-270, 27% uses 36/37 to I-71 to I-270
  - 40 existing signalized intersections add over 10 minutes of travel time delay during peak hours.
  - Concept C1 (US 23 improvements) provide most desirable results to meet needs.
- **Conclusions** "All of the proposed concepts for a free-flowing connection between Waldo and I-270 would substantially impact natural resources, and would cost much more than they provide in benefit. As a result, none of the proposed concepts, as presented, are feasible to advance for further study. (ODOT, 2022a)"

2024 PRELIMINARY FEASIBILITY STUDY & CORRIDOR ACTION PLAN (2025)

- **Purpose** To enhance regional connectivity, mobility, and safety and improve US 23 between Waldo and I-270.
- **Need** To improve traffic flow and safety for commuter vehicles and freight. The need focuses on the following metrics:
  - Reduce travel times
  - Improve travel time reliability
  - Improve safety
  - Improve consistency with local community goals
- **Key Findings**
  - If implemented, recommended improvements would (ODOT, 2025a, p. 77):
    - Reduce more than 300 crashes per year.
    - Reduce more than 150 fatal/serious injury crashes over a 20-year period.
    - Address 25 locations ranked on the Highway Safety Improvement Program (HSIP) list.
    - Reduce travel time between I-270 and Waldo by nearly 35 minutes in the Design Year (2050).
    - Eliminate 32 signals for northbound US 23, leaving only 2 remaining.
    - Eliminate 34 signals for southbound US 23, leaving only 3 remaining.
  - $1.6B total project costs for entire US 23 corridor (2030 dollars)
  - Corridor Action Plan provides 33 buildable units that can be constructed as standalone projects.
- **Conclusions** High-performing concepts were identified for each portion of the study area based on their ability to improve safety, improve travel times and travel time reliability, be consistent with community plans, minimize costs, minimize additional right of way, and minimize/avoid impacts to natural and community resources.

ROUTE 23 CONNECT (CONTINUED)

- **Impacts on Delaware** Study segments 4, 5, and 6 are located wholly or partially within the current City boundaries. Recommended improvements for these segments would (ODOT, 2025b):
  - Reduce fatal/serious crashes by over 65 over a 20-year period.
  - Remove 17-18 traffic signals.
  - Remove over 165 conflicting traffic movements.
  - Maintain community connectivity east-west across US 23 at 17 interchanges and new or existing overpasses/underpasses.
  - Maintain community connectivity to US 23 itself with 9 interchanges and 16 partial access points for public roads.
  - Foster economic growth by providing faster and safer access to the state transportation network.

STRATEGIC TRANSPORTATION & DEVELOPMENT ANALYSIS

Prepared for State of Ohio in 2025, required by the State Legislature in House Bill 23

- **Purpose** The Study examined state and regional demographics, economic development opportunities, transportation system congestion risks, and passenger and freight travel needs over the next 10, 20, and 30 years with a focus on how the state's major interregional highways can support statewide economic goals.
- **Key Findings**
  - Identified trade corridors that are vital to the state's economic growth.
  - Identified 72 congestion risk hotspots including the US 23, US 42, and US 36 corridors in Delaware.
  - Identified corridors that face challenges due to partial or nonexistent access control, including the US 36 and SR 37 corridor in Delaware.
  - Identified US 23 in Delaware and Franklin counties as important to both the Toledo-Columbus and Sandusky-Columbus focus corridors. Recognized US 23 north of I-270 as facing significant development pressures, being over-capacity, and experiencing severe congestion during peak traffic.
  - The US 23 corridor included 8 top 100 safety segments and 4 top 100 safety intersections.

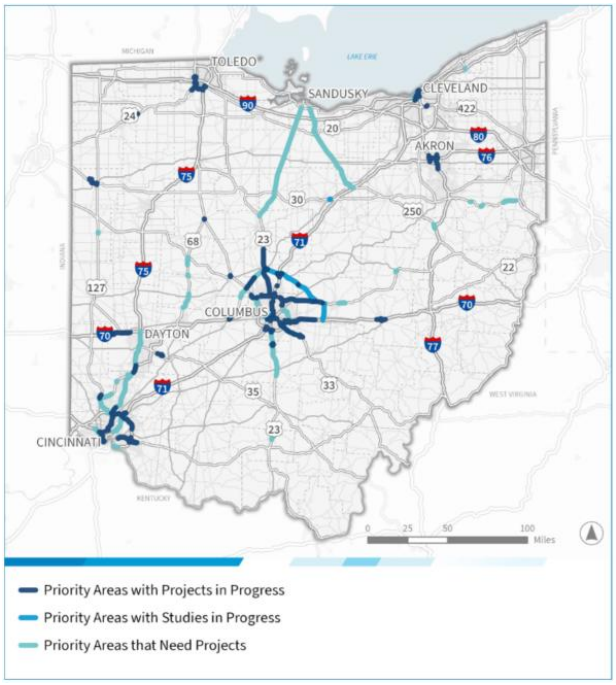


Figure 2 – Study Recommendations (ODOT, 2025C, Fig. 5.2)

STRATEGIC TRANSPORTATION & DEVELOPMENT ANALYSIS (CONTINUED)

Recommendations

- The priority recommendation for the Toledo-Columbus corridor is to make improvements to US 23 between Waldo and I-270. Identifies Route 23 Connect improvements as the most beneficial, cost effective, and feasible to address congestion and safety risks, and does not recommend construction of an alternative freeway due to cost and minimal travel time reductions.
- Advance 120 statewide projects to manage congestion risks across 46 hotspots. Projects include the US 23, US 42, and US 36 corridors.
- For the 99 projects in development, including 64 that are unfunded, seek funding to advance the project to construction.
- Complete 5 studies (including the US36/SR37 Corridor Study) and seek funding for construction.

US-23 TO I-71 CONNECTOR

Commissioned by the State Legislature in House Bill 54 (further amended by HB96), Ohio's FY 2026-2027 Transportation-Budget Act.

- The **legislation required**:
  - ODOT and Ohio Turnpike & Infrastructure Commission (OTIC) to evaluate the feasibility and identification of a preferred route connecting US 23 to I-71.
  - An interim report by October 1, 2025 and a final joint plan by October 1, 2026.
  - The connector evaluation to be limited to northern Delaware County and adjoining portions of Marion County and Morrow County.

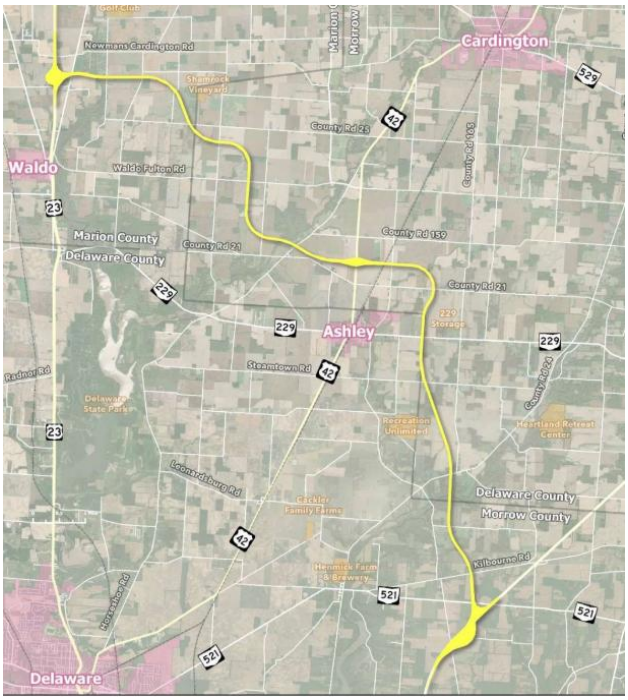


Figure 3 – Recommended Preferred Route (ODOT, 2026c, Exhibit 1)

- **Key Findings for the Recommended Preferred Alternative:**
  - 18.2-mile alignment identified as the recommended preferred alternative from a point on US 23 north of Waldo to I-71 near SR 521.
  - Project costs range from $857 million to $1.2 billion.
  - I-71 would need upgraded between the new connection and I-270.
  - Travel time reduced approximately 22 minutes in the morning peak rush hour.
  - Travel time reduced approximately 6 minutes in non-peak traffic.
  - Travel time reductions assume no major 23 Connect upgrades.
  - 21,900 average daily traffic if no tolls; 8,500 average daily traffic with tolls.
  - Tolling option would recoup 5-20% of the construction costs, and would support operation and maintenance.

ROUTE 23 CONNECT VS US-23 TO I-71 CONNECTOR

These two studies seek to identify solutions for essentially the same objective – to reduce travel time from US 23 north of Delaware to I-270 and the broader transportation network around Columbus.

The 2022 Route 23 Connect study concluded that new highways to the east (23 to 71) and west (23 to 33) are not feasible. The US 23 to I-71 Connector study essentially revisits a similar bypass route to the east of US 23 to I 71 previously deemed infeasible by Route 23 Connect and not recommended by the Statewide Transportation & Development Analysis.

The following table shows a comparison of traffic volumes (average daily traffic), cost, and travel time reduction for the two projects. Note that the average daily traffic for US 23 is the existing traffic on record for today and does not include growth in traffic.

	Route 23 Connect	23-71 Connector
Average Daily Traffic	29,000-88,000[1]	8,500 - 24,600[2]
Cost	$1.6B	$0.86-$1.2B
Travel Time Reduction	35 min.	6 min. - 22 min.

[1] Existing traffic range between I-270 and Waldo (ODOT Transportation Information Mapping System, August 2026)

[2] Projected traffic (ODOT, 2026b)

- Note that the cost and travel time reductions for the two project are not for the same year.

Recommendations for Analysis

To allow decision makers to more accurately make an "apples-to-apples" comparison of Route 23 Connect vs. the US-23 to I-71 Connector studies, the following should be considered:

- The ADT data should be calibrated to the same design year.
- The cost information should be adjusted to the same year.
- The travel time reduction statistics and other pertinent data for the US-23 to I-71 Connector project should be made for a scenario or scenarios in which US 23 corridor improvements are made between Waldo and I-270. The current study assumes US 23 remains in the current condition and does not consider the potential large-scale improvements proposed by Route 23 Connect. Making all comparisons to US 23 remaining in the existing condition skews results to show more benefits for the US-23 to I-71 Connector.

What if the US-23 to I-71 Connector were to advance without the completion of the Route 23 Connect recommendations?

- US 23 would remain a congestion and safety problem for residents and businesses in Delaware County and the surrounding region.
- The project would provide some benefit for the US 23 to I-270 travel time (albeit less reduction in travel time compared to Route 23 Connect) while leaving the problems of the US 23 corridor largely unresolved.
- Investment spent in the Delaware region would not primarily benefit the region itself.

CONCLUSION

Decreasing congestion, decreasing travel time, increasing travel time reliability, and improving safety on the US 23 corridor is important for Delaware, the surrounding region, and the broader northwest Ohio to Columbus connection.

A comparison of the Route 23 Connect and US-23 to I-71 Connector studies shows that improvements to the US 23 corridor from Waldo to I-270 identified by Route 23 Connect would provide *more* travel-time reduction than a new highway connection from US 23 to I-71.

The recommendations identified by Route 23 Connect provide travel time reduction and safety improvements that directly benefit the residents and businesses of the US 23 corridor, Delaware County and surrounding region, and interstate travel (not just northwest Ohio to Columbus traffic). **Therefore, I support the conclusions of the U.S. 23 Corridor Study (Route 23 Connect).**

A combination of Route 23 Connect and the US-23 to I-71 Connector would provide the maximum traffic congestion benefits to both the local region and interstate region but would cost a combined $2.5 billion or more. The feasibility of fully funding both initiatives is judged to be unlikely. **Therefore, the primary focus should be to implement the recommendations of the Route 23 Connect study.**

OTHER STUDIES

In addition to the major studies summarized above, several other studies have directly or indirectly addressed the US 23 and surrounding corridors in Delaware.

- Great Lakes/Mid-Atlantic Corridor Study – Feasibility Report (1995)
- U.S. 23 Access Management Plan (2002)
- Ohio Statewide Freight Study Final Report (2013)
- Transport Ohio Statewide Fright Plan (2019)
- Route 23 Corridor Strategic Guide (2019)
- Access Ohio 2045 (December 2020) Transport Ohio Working Paper 1 (January 2021)
- SR 37 Corridor Planning Study (2026/ ongoing)

REFERENCES

This position statement was prepared by Jonathan R. Owen, PE, Delaware City Engineer.

Reference List

In the synopsis of each report, information is either summarized or directly quoted from the reports, although in-text citations were not made for clarity.

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Weblinks to the project pages for referenced studies:

- Route 23 Connect
- US 23/I-71 Connector
- SR 37 Corridor Planning Study
- Strategic Transportation & Development Analysis

AGENDA ITEM NO. a

Item Cover Page

PUBLIC WORKS/PUBLIC UTILITIES COMMITTEE AGENDA ITEM REPORT

DATE:	November 3, 2026
SUBMITTED BY:	Emily Meek, Public Utilities
ITEM TYPE:	Discussion Item
AGENDA SECTION:	UPDATE AND DISCUSSION ON PUBLIC UTILITIES DEPARTMENT
SUBJECT:	Summer Water Usage Overview
SUGGESTED ACTION:	
ATTACHMENTS:	

AGENDA ITEM NO. b

Item Cover Page

PUBLIC WORKS/PUBLIC UTILITIES COMMITTEE AGENDA ITEM REPORT

DATE:	November 3, 2026
SUBMITTED BY:	Emily Meek, Public Utilities
ITEM TYPE:	Discussion Item
AGENDA SECTION:	UPDATE AND DISCUSSION ON PUBLIC UTILITIES DEPARTMENT
SUBJECT:	Water Service Line Inventory Update
SUGGESTED ACTION:	
ATTACHMENTS:	