

CENTRAL PORTAGE COUNTY VISITORS AND CONVENTION BUREAU, INC.
 STATEMENT OF CASH FLOWS – MODIFIED CASH BASIS
 FOR THE YEAR ENDED DECEMBER 31, 2007
 INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS

CASH FLOWS FROM OPERATING ACTIVITIES:	
CHANGE IN NET ASSETS	\$ 4,872
Adjustment to Reconcile Change in Net Assets To	
Net Cash Provided By Operating Activities:	
Depreciation	31
Loss on Disposal of Fixed Assets	<u>132</u>
Total Adjustments	<u>163</u>
Net Cash Provided By Operating Activities	<u>5,035</u>
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	5,035
CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR	<u>3,192</u>
CASH AND CASH EQUIVALENTS AT END OF YEAR	<u>\$ 8,227</u>

See Accompanying Notes and Auditor's Report

CENTRAL PORTAGE COUNTY VISITORS AND CONVENTION BUREAU, INC.
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2007

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES-CONTINUED

The cost of property retired or disposed of is removed from the accounts together with related accumulated depreciation and any resulting gain or loss is reflected in income.

Revenue Recognition – Contributions received are recorded as unrestricted, temporarily restricted, or permanently restricted support, depending on the existence and/or nature of any donor-imposed restrictions. Donor restricted contributions whose restrictions are met in the same reporting period are recorded as unrestricted support.

Functional Classification of Expenses – The Organization allocates its expenses on a functional basis among its various programs and support services. Expenses and support services that can be identified with a specific program are allocated directly according to their natural expenditure classification. Other expenses that are common to several programs are allocated based on estimates established by the Organization. Accordingly, actual results could differ from these estimates.

Federal Income Tax – The Organization is a not-for-profit corporation and is currently exempt from income tax under section 501(c)(6) of the Internal Revenue Code. Therefore, no provision or liability for income taxes has been included in these financial statements.

NOTE B - PROPERTY & EQUIPMENT

Property and Equipment additions during the year amounted to zero. Property and Equipment retirements and disposals during the year amounted to \$610. Depreciation charged to expense during the year ended December 31, 2007 amounted to \$31.

NOTE C – PUBLIC SUPPORT

The Organization is supported through enacted legislation with the City of Kent and Brimfield Township. Under their legislation, the city and township collect a 6 % bed tax from the lodging establishments within the city and township, and then distributes 1-1/2 % of these collections to the Organization.

NOTE D – MANAGEMENT AGREEMENT

The Organization has entered into an agreement with Kent Area Chamber of Commerce to provide management services and use of facilities to the Organization. Pursuant to this agreement, the management fee for the year ended December 31, 2007 was \$12,500.



CITY OF KENT, OHIO

DEPARTMENT OF SAFETY

To: Mr. Ruller

c. Mr. Bowling
Mr. Locke
Chief Peach
Mr. Roberts
Chief Williams

From: William Lillich

Subject: Traffic Engineering & Safety Meeting of January 26, 2009
TE&S 2009-01

Report Date: January 27, 2009

1. N Prospect speed and stop sign request

The committee discussed the referral from City Council to consider the installation of stop signs on N Prospect at Pioneer due to the volume of traffic and the perception of the speed of the traffic in the area. Jon Giaquinto reviewed his findings after studying the results of the traffic radar data collection a couple of months ago. He studied the morning hours preceding school, and data from 24 hours of operation, over a four days period in early November. The results are as follows:

	All traffic	7AM to 9 AM
# vehicles	7,648	1,189
speed at 85 th percentile	26 mph	27 mph
#:percent at 31mph and above	257; 3.4%	64; 5.4%
#:percent at 36mph and above	46; 0.6%	12; 1.0%
#:percent at 40mph and above	13; 0.2%	5; 0.004%
#:percent at 50mph and above	3; 0.0004%	1; 0.0008%

In as much as the median speed at the 85th percentile is well within the accepted range, the installation of a stop sign is not recommended.

2. Traffic signal audible pedestrian signals

The committee further discussed the potential need for audible pedestrian signals on traffic signals in the city. Currently, this type of equipment is not mandatory, but is considered a "best practice" in traffic engineering. As an upgrade to existing traffic signals, installation of this equipment can be a complex project. But when signals are upgraded by replacement, as we anticipate in the foreseeable future, the addition can be accomplished effectively. With the upgrade of sixteen signals scheduled, the Engineering Division will undertake the development of some policy standards for this type of application when the new policies are developed for the signalization project.

3. Summit @ Morris "No turn on red" removal

The "No turn of red" has been in place at this intersection since the time that the Michael Schwartz building was a high school. Although there are occasional times when the number of pedestrians is high, most are young adults that are capable of crossing with diligent safety. And with the removal of the prohibition, improved traffic flow should result during the non-peak

hours. Therefore, the removal of the prohibition is recommended. This recommendation will require an amendment to KCO 313.12.

4. Spaulding Drive alternative traffic plans

The committee next discussed the potential impact on traffic that may occur at Fairchild and Silver Meadows as a result of the closing of the Spaulding Dr. bridge over FishCreek. The bridge is likely to be closed for a period of three months, beginning in late May or early June of this year.

The Engineering Division considers that at the current traffic levels in this area, the intersection could temporarily warrant a traffic signal during the construction. But there are a lot of questions in terms of how the bridge closing may impact traffic. For example, with the bridge closed, will more traffic be forced to exit the neighborhood onto Fairchild? Or as an alternative, will there be a reduced amount of traffic due to the reduction of through traffic since motorists may be required to rely on the Main St/ Fishcreek/ Fairchild detour route?

The committee discussed alternate responses to provide safety in the area, particularly since this impact may be hard to predict. During the initial phase of the road closing, Engineering will watch the traffic closely, and will be prepared to employ additional safety practices if an increase in traffic is the equivalent to that which would warrant a signal.

5. Electronic transfer of report data was discussed, in consideration of providing greater ability for Engineering to access and analyze traffic crash information, provided the report processing would not require substantial processing requirements. It was decided that we would not pursue this idea due to limitations on personal information contained in the reports, as well as the necessary processing time required. Additionally, now that the Engineering staff has become proficient in conducting research in the police files, this process may be unnecessary.

Follow up actions as a result of this meeting:

1. Refer this report to the City Council as a response to the N. Prospect concern, and for further discussion if so desired.
2. Draft and propose a revision to KCO 313.12 as it relates to the removal of the right turn restriction at Summit and Morris, to read as follows:

SUMMIT ST TRAFFIC SIGNAL AT S WATER ST, FOUR WAY STOP AT DEPEYSTER ST, TRAFFIC SIGNALS AT WILLOW ST, LINCOLN ST, MORRIS RD, KSU STUDENT CENTER, CAMPUS CENTER DR, TED BOYD DR., LOOP RD, "NO TURN ON RED" WESTBOUND AT S. WILLOW ST, EASTBOUND AT MORRIS ROAD.