

STREETS & SIDEWALKS COMMITTEE MEETING MINUTES

January 13, 2020

The December 13, 2020 meeting of the Ravenna City Streets & Sidewalks Committee was called to order at 6:11 P.M. by Chairman, Matt Harper. Present were: Paul Moskun, Rob Kairis, Christina West, Tim Calfee, Amy Michael and Andrew Kluge. Also attending the meeting were Mayor Frank Seman; Finance Director, Kim Cecora; Service Director, Kay Dubinsky; City Engineer, Bob Finney; Fire Chief, Geoff Cleveland; Ravenna, Ohio; Finance Director-elect, Brian Huff; Larry Silenius of 123 North Walnut Street, Ravenna, Ohio; Deena Tannert of 784 East Main Street, Ravenna, Ohio and Cliff Soudil of 646 Woodland Street, Ravenna, Ohio

Mr. Harper said the first item on the agenda is the engine replacement for a truck in the Street Department.

Ms. Dubinsky said the engine went out of the 2012 Ford truck in November. Ford was contacted and they proposed a 50/50 split with Ford on the engine replacement. The cost of the new engine is \$10,000.00. Right off the bat, Ford would only offer \$2,000.00. The law director got involved and Ford said the case was inactive. It seems this isn't the first case Ford has had with this particular engine. Ford has stood firm on the \$2,000.00. They are asking for \$8,000.00 for the work to be done at Sarchione Ford. That way there will be a warranty on the vehicle as well.

Mr. Harper asked if there will be any further litigation with Ford to try to get them to pay for any more than \$2,000.00.

Ms. Dubinsky responded in the negative stating the case has been closed.

Mr. Moskun asked what type of warranty is in place after this work is finished.

Ms. Dubinsky said she didn't have that information.

Mr. Moskun asked if it is a gas engine or a diesel.

Mr. Harper said that it has to be a gas engine. A diesel would be a lot more than that to replace.

Mr. Moskun said it would depend on the size; if it's a real small one.

Ms. Dubinsky said that it is a gas engine.

Mr. Moskun asked how many miles are on this engine.

Ms. Dubinsky responded there are 48,000 miles on the engine.

Mr. Cecora said there is some funding in the vehicle maintenance line and rather than do a separate appropriation for this, he can build it into the permanent budget rather than draft up a separate appropriations ordinance.

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Mr. Moskun said he was wondering what size the truck is.

Ms. Dubinsky said that it's a one-ton truck. She doesn't know exactly what the number on it is.

Mr. Moskun asked if the bed on the truck is still solid.

Ms. Dubinsky said there is nothing wrong with the truck, other than the engine.

Mr. Cecora said he asked Mr. Dowdy if the truck was worth this kind of investment and Mr. Dowdy said by all means he does.

Ms. Dubinsky said that was the mechanic's opinion as well.

It was decided by those present that the appropriation would be put on the permanent budget and no further council action is needed.

Mr. Harper said the next item on the agenda are donation boxes.

Mr. Finney said he would like to amend the current ordinance 1278.23 donation boxes by allowing the city to dispose of the box after 60 days of impoundment vs. the 12 months as it is currently written.

Ms. Michael said she is good with it. She's really tired of that trash.

Mr. Finney said they have three. Two of them are Plant Aid and he spoke with a local towing company who are going to take them back to solon and leave them in the driveway. They have taken his phone calls and received his emails but they refuse to come and get these things nor do they want to pay \$1,000.00 a piece for them. It's actually cheaper to pay a local towing company to take them and drop them off rather than for the City to fiddle with them. They still have a third box and the other part of the ordinance change reads that the City isn't liable for any damages, etc., if contact information of the owner cannot be found the City may dispose of the box after 60 days. The third box that was confiscated has a phone number with no address, no name and the phone number doesn't work. There is absolutely no way to get a hold of this business. In essence they are modifying it to read 60 days rather than 12 months.

Ms. Michael asked if there have been any new issues crop up.

Mr. Finney responded not since those three. Plant Aid surprised him and dropped a second one off after having dealt with them in December, 2018. These were just the three since this ordinance was passed in 2014. He believes they are at a point where they can drop them off.

Mayor Seman said there is one in the City. It's enclosed at the church on New Milford Road. There is a drop off there and they built a shed around it. They maintain it.

Ms. Michael said that is owned by the church and it's part of their mission.

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Mr. Finney said the loophole was the ordinance states it has to be indoors or inside. Their loophole was that it is indoors, it's inside their structure. There hasn't been any issue with them at all.

It was decided by those present the issue would be moved forward for further discussion at the Committee of the Whole meeting.

Mr. Harper said the next item is the annual paving, maintenance and pavement marking program.

The paving list was distributed along with a map of the proposed streets to be paved in 2020. Mr. Finney said to keep in mind this is proposed. It may change slightly but predominantly it shouldn't, especially with the mild winter they are having.

Mr. Kluge said he spoke with Patrick Jeffers who provided him with some numbers. Since 2015, with the proposed numbers they have in front of them, there would be 37.8% of all lane miles in the City of Ravenna, one of the options of crack seal, overlay with new and would have been paved recently. He asked Mr. Jeffers why he would choose one or another for a certain road. He can send those answers out. He did say they are phasing out the chip seal.

Mr. Finney responded in the affirmative stating it hasn't been received very well, whether he likes it or not. They just all do not want the grief.

Mr. Kluge noted if the public is asking, almost 40% of the City roads will be paved by the end of 2020, proposed; that is since 2015 when the levy passed.

Mr. Finney said the three long sections under grant, Mill and South Diamond will be paved in 2022. South Chestnut and Riddle will be 2024. Those will be 80% grant.

Mayor Seman asked about a grant that Mr. Finney couldn't write until this spring.

Mr. Finney responded that they are working with Regional Planning on it. Patrick Jeffers sent the information to them and he believes the applications are due in the spring. If they aren't awarded the grant, they will pave it next year for sure. That would be for Ward I streets (Scranton, Mechanic, the Wickerman Jones allotment area).

Ms. Michael asked if Summit Street issue was ever resolved.

Mayor Seman said they are going to be paving Coolman. Summit isn't on there but he thinks they should consider looking at Summit.

Ms. Michael said there are a lot of complaints from that area and believes it was a problem with the contractor.

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Mr. Finney said there is a waterline project proposed on Hillcrest. They aren't going to pave Hillcrest if they are going to work on the waterline. He knows sections of Scranton Street definitely needs some work done to it. They will definitely do that. Sample at the school would definitely get paved. Some of the streets around Brush and Jones are not that bad. You can't tell the public they will and then not do it. So it's better to say they are looking into it.

Mr. Moskun said Mrs. Chambers brought up Park because it hasn't been done in approximately 40 years.

Mr. Finney said the records indicate it was done in the early 1990's. As they get further along with the grant, he'll be informing them.

Mayor Seman said there is work being done right now on Vine Street and Gill that is under a grant Regional Planning helped with so they are familiar with the CBDG process.

Mr. Finney said this is similar grant to what they used to pave the fairgrounds, except the criteria changed.

Mr. Harper asked if there are any projects slated for the South Diamond area. That's the area he's getting the most complaints about, as far as the road condition and the railroad tracks. They can request to look at them and possibly level them out.

Mr. Finney said there is an emergency hotline the railroad has anybody can call and report serious conditions. He's done that. They are out within an hour or two and put some cold mix or something in when the rubber piece next to the tracks start moving or lifting up. They come out pretty quickly. He does know, that past Hommon it is getting rough. Years ago, when they had a grant, if you messed with that road that was grant applicable then the pavement rating changed so they wanted to let the street fall apart, unfortunately, to get higher ratings. He was on the committee that changed that criteria. Now they are actually getting points to maintain the road or patch or chip seal the road. If the holes are that bad, the Street Department will go fill them. As soon as they can start making asphalt, they can smooth them out and fill them in.

Mr. Harper said he knows they have a rating system for the roads that are chosen each year. He asked if he could get a copy of that system.

Mr. Finney said it's digital. He can send it to them and it's on Excel.

Mr. Calfee asked if the street is actually re-evaluated each year to see where the priorities would be.

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Mr. Finney responded in the affirmative noting one of the basic criteria is when it was last paved or maintained, average traffic. There are certain streets in Ravenna that are federally fundable. That's where they receive the AMATS grants on the minor materials that are federally funded. The street might look as if it's in really bad shape but it may receive grant. The federal government has pitched in 80% to resurface those roads. That's why they may not show up on this list.

Mr. Calfee asked what is an example of a street where chip and seal has been done. Would Mr. Finney describe the process of chip and seal that they are no longer going to do.

Mr. Finney said chip and seal is basically tar being sprayed out of the back of the truck. Another truck dumps gravel and then it is rolled. It is not well received and will be eliminating that and put overlay. The cost differential is about 75% less to do chip and seal, with a surface life of maybe five to seven years. An overlay in this town, they can probably get 15 years. It's less in the short run and they can still pave over the chip sealed road. The advantage is, it seals all of the cracks if the road is cracked badly. What happened on Summit Street, the contractor was supposed to come back and sweep it after they laid the chip seal down and somehow, he forgot to. Engineering didn't catch it. They were asked to come back. He said he did. But it did not make the residents happy.

Ms. West asked if chip seal is used mostly on roads with no curves.

Mr. Finney responded in the affirmative.

Mr. Calfee said that in the fourth ward, there is a lot of concrete streets being milled down, big cracks repaired and asphalt going in over the top. They've had inconsistent results, he thinks, in one of the most recent streets that were done. The gaps between the concrete sections were not filled either correctly or appropriately and they have a number of spots where there are 8-10" spots and is already caving down; there is a depression there.

Mr. Finney said he would take a look at it tomorrow. The issue was, when the costs were evaluated to completely replace that part of the street vs. doing what they are doing, it was close to \$200,000.00 to \$300,000.00 vs. milling and overlay which was maybe \$40,000.00 to \$50,000.00. If the joints have come apart, they'll just go back and fix that joint.

Mr. Calfee said initially on those streets, if you get a small crack in the asphalt after a year or so, but just a very small crack. These, he thinks, some of the crackers were not remediated correctly and they've got a depression going on with a lot of them.

Mr. Finney said they will work with the contractor. What they don't know is how bad those roads are underneath. They can only see the surface. Evidently some of the joints must have been worse than the others.

Mr. Calfee asked if the same type of project list is done for the sidewalks.

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Mr. Finney said they don't have a sidewalk list this year, yet. One of the things they absolutely have to do; and it's a federal mandate, when a section of road is repaired, they have to redo all of the curb ramps with truncated domes on each one. He did see on the estimate there are a large number of those ramps being done. There are roughly 300 linear feet of pouring sidewalks. There are 70 truncated domes. He will get a list of those sidewalks.

It was decided by those present the issue would be moved forward for further discussion at the Committee of the Whole meeting.

Mr. Harper asked if Ms. Dubinsky is aware of any reports of a street sign down on the corner of Riddle and Oakgrove.

Ms. Dubinsky responded that Cheryl from the Street Department has been out doing signs today.

Ms. Michael asked if there is any possible way to put in a turn signal at Chestnut and Main. It seems that if you're on Main trying to turn left, either east or west, it's nearly impossible. Usually only one car, if that, can get through. She has noticed it every time she goes through that intersection. She knows there are a number of other people who are going through this as well. Is there an option to put that left turn signal on the light?

Mr. Finney responded that the City would have to add a turn arrow, which can be done. What they end up doing is delay traffic in each direction on Main Street as long as that green arrow is lit.

Ms. Michael noted her concern that it is a safety issue particularly during the day with the courthouse traffic and Guido's and all the other things going on right in the heart of the downtown, it's almost impossible to turn left. It is dangerous.

Mr. Finney said that he has the traffic counts on that lane. The City would have to pay for the turn signal 100%. If that's the direction council would like to go, he'll look into it. He'll get some prices. Any time you add something, you're going to add delay. For instance, Freedom and Main Street has a turn arrow. It's only utilized when a car has approached in the phase, they get a green arrow, Main Street does continue eastbound while westbound is red. It's a short arrow and then it goes to green and they can make a left hand turn but in the other direction.

Mayor Seman said there were two lights taken down on the west side of town and there is some concern that when the bus drops people off, there is a lot of traffic for the pedestrians coming off the bus. There is no light that's going to stop the traffic. The other time that's been a concern is when the kids are walking or coming home from Brown Middle School. They are dodging traffic there. There was a concern there might be a problem. He knows those signals were taken down for a reason. He did receive a complaint so he wanted to mention it.

Mayor Seman said that as of today, the City is the proud owner of a salt shed.

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Mr. Finney said that at Hillcrest and Zeta, the CAC is in the process (he believes) of taking ownership of the old AP Gas Station. At very least, they have been authorized to utilize it. Nobody was willing to step forward and clean up that property. He had not heard the school kids were having an issue crossing. In cases like this there is a signal that can be placed, called an ad hoc signal. It's simply for crossing. Somebody pushes a button and it'll throw up a warning beacon to slow vehicles down. They'll paint a cross walk across the road and now pedestrians have the legal right to be there. If they cross without a crosswalk, then they are jaywalking. That's something they can consider. Those signals are not cheap. The flashing beacon on Scranton Street, just warning of a signal was \$1,800.00. Something like this will be more expensive. He'll look into it.

Mr. Soudil said there is a stoplight at the corner of Riddle and Myrtle. It has no use. It doesn't meet any recommendations. It is a non-essential light.

Mr. Finney said that many of the signals don't meet the federal guidelines.

Mr. Soudil said he sat out there for almost three days during business hours. There were zero kids who walked across that street during those hours. Now there is a problem on Main Street where that light could probably do some good. Why don't they just take the one off Riddle Avenue and put it there. The only reason that light was kept there anyway was because the judge's wife wanted to get out of the driveway. He will be going to the State the beginning of this year. There are forms to fill out for them to come out and look at lights. He's not threatening but he wants to wait and see how things go. It will cost \$3,000.00 to \$4,000.00 for a study. They did a study one street up when somebody was killed.

Mr. Finney asked why they would want to spend \$3,000.00 on a study?

Mr. Soudil asked why they did one at Pratt.

Mr. Finney responded because someone died.

Mr. Soudil said he's not saying they should do that. They know it doesn't make it.

Mr. Finney responded that he agrees. It's not a warranted signal.

Mr. Soudil said for people to be sitting there 24 hours a day over the weekend at 3:00 AM waiting for a light to change when there are no cars coming, then the light has no use at all.

Mr. Finney said that if it were up to him, it would be removed.

Mr. Soudil asked why don't they put it out at GE, save some money. There is a lot of money sitting there with a stoplight that has no use.

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Mr. Harper thanked Mr. Soudil for his comments, noting they will be taken into consideration.

There being no further business before the Committee, the meeting adjourned at 6:48 P.M.

ATTEST:

Clerk of Council

Matt Harper, Chairman
Streets & Sidewalks Committee