

PUBLIC SERVICE COMMITTEE MINUTES

JANUARY 21, 2009

The meeting was called to order by Chairman Reams at 7:00 p.m.

MEMBERS PRESENT: Mark Reams, Dan Fogt, Deborah Groat

OTHERS PRESENT: John Mitchell, Valerie Klingman, Ryan Horns (Journal Tribune)

AGENDA:

1) Organization

Mr. Fogt nominated Mr. Reams as Chairman. Affirmative voice vote was unanimous. Mr. Reams was elected Chairman.

2) Sidewalk Discussion

Mr. Reams explained that the purpose of this item is to look at prioritizing where sidewalks should be put in, should connections be made that aren't there, should we make sure there are good paths to schools and general philosophy.

Ms. Klingman distributed a draft sidewalk plan. This document spells out ideas on how to fund projects. Have already used Safe Routes to School for funding. City received word that they will receive \$9,135 for 2009. That will be used to complete links on Collins and 7th Street. City wants to encourage the use of the existing City sidewalk program by residents.

Need three different standards. Currently have an existing bike path detail. Needs a little tweeking. Asphalt path – 10' wide. Asphalt on aggregate. This is in the current standards. This doesn't specify the depth of the asphalt. Also need to look at creating a standard for concrete. Also with asphalt, need a standard one and a heavy-duty one. The standards presented are samples from Dublin, but could be changed to make them specific to Marysville. Need to revisit our Code to make sure what's in our code is doing what we want it to do.

Mr. Reams mentioned an issue when the developer doesn't want to put in the sidewalks to keep them from getting torn up with construction. They leave it up to the builder to put them in, but then you can have one lot in a subdivision that's not built on, so you end up with no sidewalk on that one lot. Ms. Klingman doesn't think there is a timeline for when a sidewalk has to be put in. She will check the Code.

Mr. Mitchell said the subdivision regulations have been reviewed and revised to require the developer to put in curb and gutter outside of their subdivision on the main road coming into it, along with sidewalks. That is now included, so you won't see an area where there is no sidewalk, curb or gutter.

Mr. Reams asked about sidewalk widths. He noted in Green Pastures, sidewalks are different widths. Some sidewalks are too narrow. Ms. Klingman will check the code. Most sidewalks should be 5'.

Criteria for prioritizing sidewalk/bike path development:

Where do we have missing links? Where do we have parks that are not served by bike paths or sidewalks. Are there areas that don't have sidewalks, such as in the older parts of town. Provide access to retail areas, connecting neighborhoods and access to schools.

Three questions will drive this plan. What is important? What should the focus be? What is missing? Need to decide what the City's priorities are.

Analysis is how the Engineer is going to look at the sidewalks. Staff needs to physically go out and look at them. Ms. Klingman researched the ODOT website for ideas. Need to look at adjacent counties and bike paths to see if paths are heading towards us that we may be able to connect to or at least head in that direction if we cannot connect to them.

Mr. Reams said there has been discussion about taking the Heritage Trail from Plain City and extending it out this direction. It wouldn't necessarily go through Marysville but it would come close. Some people from Mechanicsburg are interested in extending a bike path along the utility right-of-way, all the way from Mechanicsburg to Marysville. Also, people from Urbana are interested in connecting from Urbana to Mechanicsburg or to Marysville. He's also heard of a potential path from Marysville to Delaware.

City is currently working with the Thoroughfare Plan for the roadways. We want to make sure we're connecting those pathways with sidewalks where appropriate. The Plan distributed this evening is a Thoroughfare Plan for Sidewalks and Bike Paths.

Mr. Fogt commented that the City needs to focus on Safe Routes to School. There is still a lot of work to do there before we move on. He feels the money that went in around the East Elementary School area should have gone on sidewalks on Rt. 31/Maple Street area.

Mr. Reams noted that sidewalks on Maple Street have been discussed for about eight or ten years. A petition from citizens was brought to Council asking them to require property owners to put in the sidewalks along Rt. 31. City Council passed it, but nothing was done for various reasons. In one area there is an elevation issue. Some residents put in sidewalks; others never did. There are some issues with proximity to schools. We need to focus on that.

The overall issue is connectivity and prioritizing on connections between, for example residential areas and schools, hitting those missing links that prohibit that connection. He feels one of the top priorities is going to have to be the schools. Funding may dictate priority as well.

Ms. Klingman showed a map showing existing sidewalks and bike trails/paths. This map is a starting point. The Thoroughfare Plan has to be an integral part of this. We need to identify projects then identify dollars.

Ms. Groat feels we need to start on Maple Street/Rt. 31, then work toward Milford Avenue/St. Rt. 4. Mr. Reams questioned the number of walkers in that area. He didn't think there were many walkers in that area; most kids are bussed to that school. Ms. Klingman said she's hearing that kids are walking in that area, whether they should be or not. Mr. Mitchell said there are issues with the grade in that area. Cost would be a minimum \$50,000-\$70,000 or more for dealing with the grade.

Mr. Mitchell said prioritizing is going to be driven by funding.

Should look at commercial areas for sidewalks. Area around the hotels was discussed, as well as the area around Kroger Plaza.

Ms. Klingman feels projects need to be identified, then put a cost to each project.

Ms. Groat suggested while doing the field review, put a dollar amount to that project. Then if that project comes up, we'll know if it's feasible or not, depending on the funding.

Ms. Klingman quoted some costs from ODOT for their 2003-2005 Bicycle/Pedestrian Projects. Estimate for Rails to Trails was \$168,474 per mile. Adding pavement to roads to accommodate bikeways was \$181,730 per mile to do both sides or \$90,000 to do one side. Paths were \$470,958 per mile. Those projects include more than what our projects would require.

Mr. Fogt asked if on Milford Ave, would it be more feasible to add 5' to the edge of the roadway as opposed to putting in a totally separate sidewalk? Ms. Klingman said that would be appropriate for bicycles, but not pedestrians. She would not want pedestrians to walk along the edge of the road.

City has budgeted \$50,000 for sidewalks plus \$10,000 for the Sidewalk Program for resident reimbursement. They are looking seriously at the Quail Hollow project.

Mr. Reams reminded the others of the responsibility of the property owners. Mr. Mitchell said in many communities, the city requires the owner to maintain their sidewalk and if they don't, the city steps in, maintains them and then assesses their taxes. The City still has to front the money to put on the tax duplicate. You need to come up with a plan to do that. It does become another issue with the missing gaps.

In summary, will look at schools, connectivity issues, a five-year plan. Will work with Mr. Mitchell's group to come up with a cost per linear foot for a standard sidewalk and a cost per linear foot for asphalt to be used for planning purposes.

Ms. Klingman will look up the information on the petition discussed earlier.

Mr. Reams reminded Administration to look at the design standards for sidewalks in the Code. Planning Commission is in the process of reviewing the code.

3) Project Updates

- Sanitary Projects – Water Reclamation Facility is 95% complete. There have been some extensions put on for construction. They

are having a problem getting the generator, which is key to start-up. It hasn't hurt the project, because it's better to start up in warmer weather to get the bacteria to grow. Looking at the end of February, first of March for start-up. Training on the systems is taking place every day. Once the new plant is up and running correctly, which could take up to three to four months, the old system will gradually be shut down and the plant dismantled. The Crosses Road pump station is 90% complete. That will be timely with the plant start-up. The force main is already in and has been completed and tested. The trunk interceptor sewers are basically complete.

- Water Projects – The dam and pump station are yet to be completed. The other three projects are complete. The reservoir is complete to the point where pavement rehab will be needed in the spring where they ran their equipment while doing the county road, plus some reseeding on the hillside will be needed. Dam and pump station should be completed around the end of February or first of March.

Mr. Fogt said he's getting complaints about the bump on Raymond Road. Mr. Mitchell said that was scheduled to be fixed in the Fall, but with the early winter, the County asked to hold off doing it until Spring.

- Paving Projects – All are completed. Collins Road needs a little restoration, grass seed, plus a couple of manholes need to be adjusted.

Mr. Mitchell and Mr. Tracey put together a 7 or 10 year program at about \$500,000 or \$600,000 per year, which City can't afford at this time. There is \$225,000 earmarked for 2009 budget. Streets on the list are 7th and 9th. Mr. Fogt said 6th Street is a mess since the water line was dug up. W. 7th is a mess. 8th St. needs some work. Received a complaint about 9th St. 7th St. at Goodwill and 9th St. at Eljer Park, from Chestnut to the hospital. Mr. Reams said the last block of W. 7th is really bad.

Mr. Fogt said in the past, it's been the practice to put the sewer and water lines in the street. You should put them on the edge then you

don't have to dig up the street. Mr. Mitchell said that is the practice now.

- Traffic Study – Waiting for some information back from MS on the traffic studies. Most are close to being completed. Thoroughfare Plan should be completed within the next month or so. One main piece is the traffic signal maintenance and repairs and timing. Some repairs were made to the system downtown. Still have some issues with
 Walnut and Vine. New signal heads were put up at 5th and Emmaus, plus the left turn arrow.
- Storm Water Study – Waiting for the final report.

Ms. Groat asked how the City's salt supply is doing. Mr. Mitchell said good.

Ms. Groat thinks the City should make the ramps that the City is responsible for, around Rt. 33, a higher priority. A Police Officer was hit in that area last week. She feels the City makes the inner City a priority. Mr. Mitchell said there is a truck dedicated to Rt. 33. It is a top priority. They put a second truck out there when necessary.

The meeting adjourned at 8:23 p.m.