

Streets Committee Meeting

February 26, 2026 – 5:30 p.m.

The Street Committee meeting was called to order at 5:30 p.m.

Members in attendance: Councilman Chris Bell, Councilman Chris Berger, Councilwoman Mary Rensel., Councilman Tim Young, Village Engineer Eric Haibach, and Street Department representatives.

Plowing and Salt Update

The meeting opened with a comprehensive review of snow operations over the past month and a half. Staff reported that it had been a long winter, but overall operations went well. The plow crews were commended for their performance during multiple snowfall events.

The department experienced some equipment strain due to the prolonged season. One truck required new engine parts after developing an issue, one plow was broken, and another had been rebuilt. Despite the wear and tear, staff reported that operations remained stable.

Regarding salt supply, the Village received the final 750 tons of its state order and is now fully supplied. Approximately 700 tons remain in the salt dome following the most recent storm, which delivered approximately 3.5 inches locally (though higher totals were reported regionally). Staff expressed confidence that current salt reserves are sufficient to carry the Village through the remainder of the season under normal conditions.

The plowing strategy was reviewed in detail. Priority is given to main roads—Bell Road, Snyder, Daisy, East Washington, and Manor Brook—because they serve the greatest number of residents and facilitate school bus routes. Crews aim to complete at least one full pass before school buses begin running at approximately 6:00 a.m. Secondary and residential streets follow, with cul-de-sacs and intersection clean-up typically addressed after the storm or on the following business day, unless conditions require immediate attention.

Call-out procedures were also discussed. Employees receive a minimum four-hour call-out pay. To maximize efficiency and ensure routes are cleared before peak travel times, staff are typically called in earlier rather than later during overnight events.

Bell Road West – Striping and Road Diet Discussion

Council discussed deferred striping on Bell Road West. Striping had previously been postponed to align with anticipated paving work, but members agreed it should not be delayed further.

The discussion expanded into a broader conversation about possibly implementing a “road diet” on Bell Road West. The current lanes exceed standard 12-foot widths. The engineer explained that narrowing lanes to 12 feet could address speeding concerns while reallocating space for pedestrian or bicycle use. Options discussed included:

- Maintaining bike lanes on both sides with adjusted widths, or
- Consolidating space to create a wider pedestrian path on one side.

The engineer confirmed that ODOT approval would not be required as long as minimum standards are maintained. He offered to measure and mock up potential striping adjustments using temporary paint markings in visible locations, including near Rarick Cemetery and near the park, to give Council a better visual reference.

Council agreed that exploring this option is worthwhile, particularly as a potentially lower-cost alternative to constructing a new pedestrian path.

Crack sealing for Bell Road West was also identified as a priority for the upcoming season.

Bell Road East – Schedule and Road Program Planning

Bell Road East has again been pushed by ODOT to calendar year 2027. Council discussed whether to continue planning for 2026 or formally shift expectations to 2027. It was clarified that while funding is earmarked for the project, reallocating it to 2027 would not free up additional dollars but would shift budget timing.

Council expressed consensus that the annual road program should continue regardless of the Bell Road East timeline.

The engineer presented updated Pavement Condition Index (PCI) rankings. The lowest-rated roads (PCI 62) include Sunridge, Hazelwood, and Reserve Trail. Lakeview and Leveeview were rated at 64. The engineer noted that while these are the Village’s lowest-rated roads, they remain serviceable and are not in critical condition. By comparison to larger cities, Village roads remain in relatively strong condition.

Hazelwood Project

Hazelwood was discussed extensively. It requires approximately \$700,000 in storm sewer and paving work, with \$350,000 expected from OPWC funding. Preliminary design is underway to allow bidding shortly after July 1, 2026, when funds become available.

The anticipated schedule includes:

- Fall/Winter 2026: Storm sewer installation
- 2027: Final paving

Council acknowledged that 2027 will be a heavy paving year, with both Bell Road East and Hazelwood scheduled.

Culvert and Apron Policy – Bell Road East

A significant policy issue arose regarding driveway culverts and apron replacements along Bell Road East. Unlike typical Village road projects, Bell Road East is an ODOT-funded project, meaning culvert and apron replacements outside the right-of-way cannot be included.

Council discussed whether the Village should separately fund apron replacements to ensure equitable treatment of residents. Rough estimates suggest apron and culvert replacement could cost approximately \$2,000 per driveway, potentially totaling \$120,000 or more depending on participation.

No final decision was made, but Council agreed this issue must be addressed in advance of the Bell Road East project.

Reserve Trail Stormwater Issue

Reserve Trail has experienced significant stormwater accumulation, including roadway flooding of two to three feet in prior events. Council agreed stormwater issues should be addressed before paving to avoid undermining new roadway work.

Salt Agreement with School District

Council discussed the current arrangement allowing the local school district to purchase salt from the Village at cost. Concerns were raised about school personnel accessing Village property and operating Village equipment to load salt during off-hours.

Council members emphasized liability concerns and the need for a formal written agreement outlining:

- Hours of access
- Equipment operation policies
- Loading procedures
- Financial terms
- Supply control measures

It was noted that other municipalities have run out of salt during severe winters, reinforcing the importance of maintaining Village control over inventory.

Council agreed that a formal agreement must be located or created and executed annually going forward.

Silver Springs Drainage Complaint

A homeowner on Silver Springs has reported recurring water and ice accumulation near their driveway. The homeowner alleges water is emerging from the roadway itself.

The engineer explained several possible causes:

1. Failure of an underdrain (curb drain) beneath the road
2. A natural spring changing flow patterns
3. Surface water flowing from higher adjacent property across the road

The most likely cause appears to be runoff from higher ground east of the road, flowing across the driveway and onto the roadway before reaching a distant catch basin.

Council agreed to camera the curb drain to eliminate potential infrastructure failure as a cause. If the drain is functioning properly, the issue will likely be attributed to surface runoff from private property. The engineer indicated ditching and grading could alleviate the problem, though the homeowner has resisted that approach.

Safety Officer Training

Council inquired about the status of required Safety Officer training. It was discovered that follow-up with the county had stalled. Council agreed to pursue the necessary training to ensure compliance and proper designation.

Conclusion

The meeting concluded with several items tabled for further review, including:

- Road diet mock-ups for Bell Road West
- 2026 road program prioritization
- Culvert/apron policy for Bell Road East
- Salt agreement with the school district
- Camera inspection of Silver Springs curb drain

Council emphasized continued fiscal responsibility while maintaining infrastructure quality and addressing resident concerns proactively.

The meeting adjourned following completion of the agenda discussions.