

Item 23-1397: Approve the roadway design parameters: Morrison Street, from Glendale Avenue to Pershing Street

Municipal Services Committee

Mon, Nov 20, 2023 4:30PM

Aldersperson Katie Van Zeeland (District 5) 16:30

Our next action item is 23-1397 to approve the roadway design parameters at Morrison Street from Glendale Avenue to Pershing Street. Have it be reconstructed with asphalt pavement and concrete curb and gutter. The details of the proposed Morrison Street reconstruction project are as follows: new asphalt pavement and concrete curb and gutter constructed to a width of 27 feet from the back of the curb to back of the curb, which is six feet narrower than the existing Street of 33 feet within this portion of the project; curb extensions, narrowing of the pavement, constructed at Marquette Street to serve as traffic calming; traffic calming circle constructed at the intersection with Lindbergh Street; existing on street parking would be restricted along the west side of Morrison street within the project limits.

Aldersperson Katie Van Zeeland (District 5) 16:30

Do we have a motion? We have a motion and a second to approve. Is there anyone here who wants to speak on this item this evening? Okay. Whoever would like to start first if you'll approach the podium and state your name and address for the record, and then everyone will be allowed three minutes to speak. Okay.

Kathleen R. (Resident) 17:57

Yeah, I live at 134 East Bird Street, and I will reiterate my concerns that I expressed two weeks ago. I have contacted every single household in the project area and asked them what they think about the project, and those that were home and responded were amazed when I said the reason for the narrowing of the street was to reduce or eliminate speeders, because the reaction is "Where are they?" And I will again say what documentation do you five members of Council have that speeding on Morrison is a problem? I never got an answer two weeks ago and I'm hoping I can get one tonight.

Kathleen R. (Resident) 18:59

The other problem I have is that there are already stop signs and yield signs on Morrison, and people do not take Morrison as a through street because it ends at the middle school and you are only doing a portion of Morrison. So, three blocks or five blocks will be narrow, and then the last two or three will not. So, I have been—it has been suggested that the city wants to have projects that fit your budget, and so my contention is that you are proposing a project from top down. I don't believe that anyone in the neighborhood has ever proposed this project. So therefore, I don't feel that there are assets of this project that are warranted, and I hope that you concur with my and my neighbors' decision to oppose it. Thank you.

Aldersperson Katie Van Zeeland (District 5) 20:11

Thank you. Who else would like to speak? Go ahead and approach the podium. State your name and address for the record, please.

Bonnie L. (Resident) 20:19

My name is [Bonnie L.], and I live at [XXXXX]. That's the corner of North Morrison and East Lindbergh street. So, I would be the recipient of this wonderful little calming circle you're putting up which I disagree. I don't think we need it. And as far as Morrison street, there is not a speeding problem. I can be out in my yard from nine in the morning 'til three in the afternoon, which I usually am. I'm outside a lot. If 15 cars go down that street, that

would be a lot. There's no speeding. There's a little congestion when the school lets out. It works itself out in my opinion. In a half hour we're back to normal. I don't think we need our street choked off. There—there was no speeding there's no—I don't know where you're getting this from. If you're getting calls from people saying, "My God we gotta stop this speeding," it's not necessary. Do the street over if you must; I understand. But do it normal. Don't put—don't narrow it. There's no need for it, in my opinion. Thank you.

Deb A. (Resident) 21:31

I'm [Deb A.] and I live at [XXXXX] which is the corner of Morrison and Lindbergh. I guess I just have a couple of questions on the project. One is regarding the traffic calming circle. What—why the traffic calming circle as opposed to a four-way stop would be my first question. I would agree there's probably not speeding on Morrison but there is on Lindbergh. And that's a little bit scary when with all those school kids, you know, being around there and everything. And then the other concern is with the traffic calming circle I noticed there's one on Glen—Glendale, I think further down, and it seems very tight and very small. And are plows going to have an issue maneuvering that? And then what about the restricted parking? Is that 24/7? Or is that during certain timeframes, like when schools and in progress or...? Thank you.

Aldersperson Katie Van Zeeland (District 5) 21:31

Thank you.

Aldersperson Katie Van Zeeland (District 5) 22:38

Thank you. Did we want to address those? I'm sorry, go ahead. We'll have this gentleman speak first because I think they're together. Try—try to answer your questions together.

Thomas A. (Resident) 22:50

—Wife Deb. We live at [XXXXX] on the corner of Lindbergh and Morrison. I guess I have the same question that is parking gonna be prohibited at all times on the west side of Morrison Street, which means during functions, they're going to be parked on the east side? And during the summer, I don't see so much a problem as I do in the wintertime and the plow has to make the corners, which going to narrow the street, which is going to have a problem with garbage pickup. Generalized parking of where they're going to—where the snow is going to end up because it's going to be farther away from the curb, which is going to narrow the street. So, when the plow makes the corner, which is going to be you know—if he has to do it during school times, there's going to be a conflict that the plow can't make the corner, nor can the car go straight that's coming from the opposite direction.

Thomas A. (Resident) 23:45

The other thing is, like my wife, I agree, I don't the speeders that I see are not so much on Morrison Street they're on Lindbergh. Nothing would probably deter a speed speeder than a ticket. So, to me, it seems like it's like Rosendale if you have never gotten slowed down for Rosendale you know the whole concept for what they do there and that's a police office a lot of times. And I know we're short staffed all over, but I think police is the answer not so much the roundabout at that location because they can't—if they can't park on both sides of the street during an event on Morrison Street the tendency is they start parking on Lindbergh. Now Morrison street has a stop sign. They have a hard time seeing up Lindberg to see cars coming. So, I guess that's our concern. I'm not in favor, but I wasn't in favor of College Avenue either. And I think that turned out good.

Aldersperson Katie Van Zeeland (District 5) 24:45

Thank you very much. Is there anyone else who wishes to speak on this item in the gallery? No? Okay. If we could just address some of the questions that were asked, I think maybe starting with the with the circle and the

plows. Can you discuss how the plows will work in that area if there's any concerns with the traffic circle or the narrowing of the street?

Director Danielle Block (Department Of Public Works) 25:16

Thank you, Chair. I can add some general information to that. I'll let traffic engineer and Deputy Director Loper weigh in on anything I might have missed and provide more detail. But plows are certainly a concern, and operations is always a concern when we lay out any roadway reconstruct and design parameters. We have had many conversations. We actually have a multimodal workgroup in which DPW operations is represented in order to bring up issues like this, as we talk about traffic calming features, we talk about complete streets and where our designs into future years—this 2025 and years beyond—are headed. So, measurements of the plows are taken, and we will actually be mocking up this traffic circle in order to ensure that the maneuvers can be made. That, again, is real general. I'll let these guys add some details. But it's certainly being thought of and considered.

Aldersperson Katie Van Zeeland (District 5) 26:19

And I think probably it's worth pointing out that DPW covers traffic and the plowing operation. So, you're all in the same area.

Eric Lom (City Traffic Engineer) 26:34

I think just to echo what Director Block said, you know, this—we in fact, do the plowing. So, it's in our best interest to make sure that we're finding a good balance between something that's actually effective and has the effect of traffic—of calming traffic, but also is reasonably plowable. And by their very nature, what we're doing when we're introducing traffic calming measures, is introducing what I like to call traffic friction. And it's—many of you—we talked about this at the last meeting, there's a reason why it feels comfortable to go 70 on the interstate, and barely feels comfortable to go five or 10 miles an hour, in an alley or in a parking lot. And it has to do with that friction. And so, we need to create enough friction to have the desired effect, but also in a way that minimizes the impact on the plows. And Director Block mentioned, we're going to do a full-scale mockup of both of these intersections that are proposed on Morrison Street, out in an open space, and we're gonna run all of our equipment through it, and we're gonna—if we have to tweak it a little bit, we will, but we're gonna make darn sure we understand it before we build it.

Aldersperson Katie Van Zeeland (District 5) 27:51

Thank you. Did you also want to address the traffic calming versus a stop sign?

Eric Lom (City Traffic Engineer) 27:57

Sure. So, I like to joke, because I get many of these calls every week, that if we put an all way stop, everywhere that somebody asked for one, we would have one at all 2,221 intersections. Stop signs are not really the best way to go about traffic calming. And clearly, it's not a sustainable approach as you expand it across the entire transportation network. So in lieu of that, what we look at is trying to introduce some of these kinds of features. And what we—what's great about it in a project like this is that they come at almost zero cost. We know and it should not be forgotten that there is a small incremental cost related to plowing, because it does slow us down. And when you expand this to 100 traffic circles, for example, that's something that needs to be discussed and managed. But in terms of the upfront and ongoing construction costs for this, it's virtually zero cost to do this. And in fact, I believe it was pointed out at the last meeting that by narrowing the street, we would save about \$85,000 on just this project. So, I guess that's how we look at that.

Alderson Katie Van Zeeland (District 5) 29:25

And I'm not sure who would take this question, but the—there were some concerns brought with it sounds like there's a school in the area, and that there are concerns about, with the restricted parking, what parking will look like with big events and things at the school. Could someone speak to that?

Eric Lom (City Traffic Engineer) 29:44

So, I did hear the question about whether or not this parking would be a 24/7 type restriction and it would be. Because of how narrow it would be we have to maintain access for public safety vehicles and things like that. It's worth—and I think I pointed this out at the last meeting, we have quite a few streets in the city that are this wide with—that are the 26-foot face to face or 27-foot back-to-back dimension, that function just fine where we've never received a single complaint about how they operate. So, the concept of going to 27 feet is not new for the city, it's new for this particular street.

Alderson Katie Van Zeeland (District 5) 30:25

Okay And then if we could talk briefly about some of the residents are saying that there's no speeding right now, can we talk about why we would preemptively put in measures just specifically for speeding? Or why we do that, preemptively.

Eric Lom (City Traffic Engineer) 30:48

So, when this question came up at the last meeting, my response was really that this is where we, in fact, do not have data (and we were clear about this last time) to suggest that there is a speeding problem on this particular stretch of street. And what we're looking at is a best practice. And that best practice is, is that when we come in, and we reconstruct a street, and we do it about once every four generations at this point, this is our this is our opportunity at virtually zero cost to improve the situation. And we know that that enforcement is not the answer, and it can't be the answer. We obviously I think, as was suggested, don't have a police officer that we can park on Morrison street. So, we know that the only effective way to continue to keep the speeds at a manageable place is to change the design of the street. We did talk, or I did talk, a little bit at the last time about Lindbergh being a cut through from Oneida Street to the school. And we do—that that is part of the reason that we looked at introducing the traffic circle at the Lindbergh/Morrison intersection.

Eric Lom (City Traffic Engineer) 30:48

Thank you. I—Alder—I'm going to start with Alder Fenton and then Alder Hartzheim. What? Six.

Alderson Denise Fenton (District 6) 32:08

Thank you, chair. As you know that Morrison Street runs right between myself and Alder Croatt's district. My—the west side is in District Six, and the east side is of this, of the affected area, is in district 14. So, thank you, staff for answering a bunch of the questions I already had. So—but what I noticed in the design hearing that is it looks like the traffic pattern, at least from the data we have, it looks like we have twice as many cars between Lindbergh and to the north, as we do between Marquette and Lindbergh. So—and anybody from staff can answer that—as we see the school traffic, so can I assume that that's from the school and people using Lindbergh as a cut through? Because I do get a lot of complaints about school traffic there.

Alderson Katie Van Zeeland (District 5) 33:27

Director Block or who'd like to take...?

Director Danielle Block (Department Of Public Works) 33:29

So—no, I was just going to ask for clarification. The comparison of traffic between Marquette and Lindbergh, is that correct?

Alderson Denise Fenton (District 6) 33:38

Yes, that's what I was looking at where we said that we had a 201 cars—this was from the design hearing information where we had 201 vehicles per day between Marquette and Lindbergh and then 419 (so more than double that) between Lindbergh and Pershing. So just that same couple of blocks we have over twice as much traffic. And my guess just from looking at the school pattern is that people are coming through on Lindbergh.

Eric Lom (City Traffic Engineer) 34:16

I would concur with that. I mean, it's speculation, of course, but certainly school is going—the school schools in that neighborhood are going to be the biggest generators of traffic outside of the residents themselves.

Alderson Katie Van Zeeland (District 5) 34:32

Go ahead.

Alderson Denise Fenton (District 6) 34:34

Thank you. And as I—you know, I've spoken to several of the people in the area. And, you know, obviously my concern is with the age of the water and the sanitary sewer lines under the streets all in the 40s and 50s. But from talking to people in the area, it doesn't seem that anybody has any objection to redoing the street. It is my understanding that they would like to see the street redone exactly the same width as it was before and without any of the traffic calming features. So—and leaving the parking. So, if I can ask a follow up question about parking, and this is something engineer engineering or Mr. Lom can tell us. So, I'd asked last week, how many—removing the stall all the parking from that west side, how many actual parking spots would be we'd be losing from this?

Eric Lom (City Traffic Engineer) 35:37

So, taking into consideration driveways, and how close you can park to intersections and fire hydrants and all that, on this stretch under the current configuration there are 20—sorry, 75 stall, what we call "stall equivalents". Obviously, they're not marked stalls, so it depends on the vehicle size, but 75 stall equivalents, which works out to just over three on-street parking stalls per driveway. Okay? If we, as proposed, we go from 75 to 40, which is about half a little more than half, which is what you'd expect when you take parking off of half the street. And then you end up with just under two parking stalls per driveway. So in other words, if every single home that has a driveway on that stretch of Morrison Street, parked two park—about two cars out on the street, there would be enough room to do that if they did that all simultaneously. So again, we dropped from 75 to 40.

Alderson Katie Van Zeeland (District 5) 36:50

Go ahead.

Alderson Denise Fenton (District 6) 36:50

One more. Thank you. Thank you for your forbearance, chair. So, we've talked about and I mentioned it to people, I've talked to the calming circles in Glendale. I got a lot of calls about those when that was going in, even though that's not even in my district. But in just in terms of experience—and I bring forth the College Avenue argument. So, a lot of people were really, really against putting that calming circle on—those calming circles on Glendale. Just to staff, have we had any real negative, like complaints about snow plowing, complaints in general about those since the street's been finished?

Eric Lom (City Traffic Engineer) 37:38

I would say that, in this particular case, we took a lot of—anytime there's something new, (and I've been doing this long enough I could make a pretty long list) there's usually concern about anything new. And this was no different. When we when we proposed the traffic circle traffic circles on Glendale, we heard a lot of concerns about it. Since they've been put in, I don't think I've heard a single complaint about them. And it's been a couple of years now. And in fact, I have had neighbors tell us that they're happy that they were put in.

Eric Lom (City Traffic Engineer) 38:23

In—now, that being said, you know, we did—there's been a little bit of a learning curve with the with the plowing part of it, and I would certainly defer to Deputy Director Loper, but we introduced two things on Glendale, two different types of traffic calming. One was the traffic circles. I believe those were the less painful to plow if I remembering correctly. And then we introduced a raised median at one of the intersections. That one in retrospect, we would have constructed a little bit different to help with the plowing part of that.

Alderson Denise Fenton (District 6) 39:01

Thank you, chair.

Alderson Katie Van Zeeland (District 5) 39:02

Alder Hartzheim.

Alderson Sheri Hartzheim (District 13) 39:05

Thank you, Chair. Two questions of staff that don't necessarily need to be answered in order to approve this because I understand that they've done a lot of work in this regard already and will continue to do so. But, one, there's talk about how this traffic calming circle will work as far as city vehicles. Has school buses—have school buses been determined in that regard as to—or will they be added to the list of testing vehicles through this particular intersection?

Eric Lom (City Traffic Engineer) 39:33

So, there's really two what we call design vehicles that we look at primarily and that's a bus and a city plow. Now there—as with any traffic circle, and for example, Madison has built many dozens if not 100 of them at this point and I've spoken to their traffic engineer. There is—there's an obvious need when a, let's say, a moving truck needs to get to your house, they are allowed to short, what we call shortcut, the traffic circle. In other words, when they make that left turn, they make a shortcut instead of going around it. If you design the intersection in a way that that truck can has to go around the circle, there is no circle. So that is one consideration also, that we we've that we've put some thought into.

Alderson Sheri Hartzheim (District 13) 40:30

Thank you. And then the other question that I had was in regards to parking that was mentioned earlier. I don't think or at least, I believe I understand that one of the complaints in this regard was more about if there's an event at the school, if there's something else going on, it's not necessarily about these homeowners having guests or additional parking needs for their own homes, but for those events. So, has that been discussed?

Alderson Katie Van Zeeland (District 5) 40:56

That was how I understood it as well. Did you want to add anything?

Eric Lom (City Traffic Engineer) 41:04

I think the way we look at it is, you know, our—one of the guys in our office likes to say "You don't build your house for Thanksgiving Day." Right? We pull out the card table and chairs, and we do what we can to squeeze

the family in on Thanksgiving. That's a timely one. Correspondingly, if we have to—there's sort of diminishing returns. In this case, it's an \$85,000, upfront add or cost, let's say, to keep it at its current width. And then that's a repeating cost. We have to continue to crack fill and repair the pavement. And so that cost continues in, you know, forever. We just, I guess, as an organization need to balance those costs with the that need to think about parking around the schools. And certainly, wouldn't it be great if we didn't have to worry about that, and we had, you know, nobody had to walk more than a block to get to the school. But it happens infrequently enough that that we think that the \$85,000 is better spent somewhere else.

Alderson Katie Van Zeeland (District 5) 42:24

If I could just ask to follow up on that. There wouldn't be any safety concerns as far as driving with the way the parking would be? It's I guess I'm—I want to make sure that we're covering what questions could be about parking. I mean, we're not talking about any blocked views. You know, everything is standard on that street as far as parking goes?

Eric Lom (City Traffic Engineer) 42:51

You would still be restricted from parking within 15 feet of a marked or unmarked crosswalk. Okay. So, there's—I guess I can't make the argument that it's going to somehow be less safe with parking on one side than on both sides.

Alderson Katie Van Zeeland (District 5) 43:10

Sure. And I wouldn't think that people would just not go. I think they're just going to have to park further away. Any other...? Alder Wolff.

Alderson Nate Wolff (District 12) 43:25

Thank you. I just wanted to touch on Glendale a little bit. I've gotten more recent feedback, but I also drive through the calming circle every day to get home. And I would say

Alderson William Siebers (District 1) 43:38

Point of order, we're not talking about Glendale.

Alderson Nate Wolff (District 12) 43:41

Yeah, I'm just referencing the calming circle, because someone brought that up and how that was going.

Alderson Katie Van Zeeland (District 5) 43:50

I think I'll allow you to add, to speak to Alder Fenton's—I guess she—Alder Fenton brought up the traffic circle that people did have issue with it. And if you can just say how it's going now, possibly.

Alderson Nate Wolff (District 12) 44:09

So, I find that the use of calming circles have been very beneficial, and it makes ease of getting from point A to point B better.

Alderson Katie Van Zeeland (District 5) 44:20

Thank you.

Alderson Nate Wolff (District 12) 44:21

Thank you.

Aldersperson Katie Van Zeeland (District 5) 44:22

I saw Alder Croatt.

Aldersperson Chris Croatt (District 14) 44:25

District 13. Thank you, chair. This project is partly in district 14 as Aldersperson Fenton referenced earlier. I did hear from a couple of residents (One is here tonight) in regards to the project. What I heard mainly was no need to narrow the street and concerns about the traffic—the traffic calming circle being unnecessary. I didn't hear concerns about tree removal. Didn't really hear anything about on street parking concerns.

Aldersperson Chris Croatt (District 14) 45:01

I did want to comment on one thing that was discussed, and it was how things like this are kind of a done deal, and there's no opportunity to change it. I would argue that this is exactly the opportunity. The design hearing was the first step. This action by the committee is a second step. The next step would be the Council action. Couple of opportunities to talk about the project, possibly proposed some changes. We heard an amendment at the previous—on the previous item that didn't go. But there are opportunities to look at changes to the project. And I just want to make sure that the people that live in—are living in this area know that it isn't a done deal from the day that staff puts forward the project.

Aldersperson Chris Croatt (District 14) 45:47

I do want to thank those that reached out to me. I do want to thank traffic engineer Lom for addressing the cost concern of the traffic circle, because I was one that was saying that the traffic circle has to cost more. It seems like it's more work to construct, maybe not more material, but maybe possibly some more labor involved to construct it. But again, I'm not—I heard from a couple people. I will also reference the questionnaire that was sent out by staff. I believe engineer Brown could comment on this, that was no responses to this project. So that was also another opportunity to provide some input. But—

Aldersperson Katie Van Zeeland (District 5) 46:28

Did you want to? Okay, go ahead.

Jason Brown (Project Engineer) 46:30

14. Yeah. So, yep, as of two weeks ago, when we met and talked about this project, we had not received any of the questionnaires that we send out with our informational letters. So, we didn't have any feedback prior to that meeting. Since then, I think we've got—we've gotten two of our questionnaires back. And the predominant feedback from both of those is being echoed here by a lot of people, and that's don't feel the need for the narrowing, concerned about the traffic calming circle. And so that would be consistent in their feedback.

Aldersperson Katie Van Zeeland (District 5) 47:05

Thank you.

Aldersperson Chris Croatt (District 14) 47:05

Thank you. Nothing else.

Aldersperson Katie Van Zeeland (District 5) 47:08

Alder Siebers? I saw you earlier. Did you still?

Aldersperson William Siebers (District 1) 47:11

Yeah. We're—in regards to Mr. Lom's comment in terms of paving for the future, I think you mentioned four generations. What do you foresee changing in this district or in this neighborhood that would suggest that we

need to do some street calming when there is no proof that the street needs to be calmed? Do we see major changes happening on this street?

Eric Lom (City Traffic Engineer) 48:00

Do you mean in terms of driver behavior?

Alderman William Siebers (District 1) 48:03

Yes.

Eric Lom (City Traffic Engineer) 48:04

Okay. I don't think any of us—I certainly wouldn't claim to be able to, you know, see what's going to happen in the future. But what we have seen in the last—particularly since COVID—and this is a nationwide is in fact a worldwide trend, is speeds are going up, reckless driving is going up. Again, I would just reiterate that no one has made the claim staff-wise that there is a particular problem on this street. What we are saying is that we think we can come in at negligible cost, and set this neighborhood up for the future. There are plenty of neighborhoods out there that are calling us on a daily basis wishing that they had this opportunity.

Alderman William Siebers (District 1) 48:56

My only thought is that this neighborhood has been the way it is for quite some time, and based on what we see in regards to one end of Morrison street being a dead end, whatever, it doesn't appear to me that much is going to change in the future unless all of a sudden we start putting in apartment complexes and then that's a whole new ballgame but I don't think that'll happen.

Alderman Katie Van Zeeland (District 5) 49:27

I think we have to keep in mind also that if we didn't narrow the street, we're paying \$85,000 more on this project. So, by working within the policies that we have—and everyone in my district would love to have a narrowed street because of the speeds—you know, we're talking about, about a cost issue as well. I thought Alder Alfheim and then Alder Doran. You're next.

Alderman Kristin Alfheim (District 11) 49:54

Thank you, Chair. I do have a question back to the root of the questions from the field. If there are so many other projects, and there are people that are angry about their streets, and we know we have water mains all over the place, could we just give this project to a neighborhood that wants it? It's a fair question to ask.

Director Danielle Block (Department Of Public Works) 50:22

I can comment. I think in terms of our five-year planning documents that engineering works on for 5, 10, 15 years out, Morrison is scheduled here for several reasons—you know, the utilities, underground pacer ratings, and just how it builds into the overall network of our five-year project. Moving projects around quickly is isn't all that easy to be done. And I think with Morrison prompting this reconstruction, we're setting this corridor up to improve public safety and to capitalize on some of the best management practices we have related to Complete Streets. And I would also look at the total number of property owners along the street and also all roadway users that will be using Morrison citywide.

Alderman Katie Van Zeeland (District 5) 51:27

Yes.

Aldersperson Kristin Alfheim (District 11) 51:28

So just to follow up—and thank you for that—I think that it's a valid question. And I think that we have to be willing to give those answers. I think some of the challenge in this is that we're describing these smart streets as "Boy, are you going to enjoy that." But the reality is, what we're saying is, "This is the right way to build a road." And we now know that. We now know that that doing our College Avenue Project, if we would have done that probably the last time we constructed it would have saved us money, it would have the right thing to do. We just didn't know it then. So sometimes I think what we're saying is that we were talking about all these words of these things that you're going to like, but the reality is, this is the science of engineering, a city streetscape. And the right answer is for the next four generations of that community that it's—the right thing to do is to build it the right way. And we have to go in because the water mains, the sewer stuff must get done. So, it's not that—we're not looking to replace it in search of a problem. We have a problem; it's the utilities underneath the road. And now we're trying to recover with the smartest, the best pedestrian safety engineered road we can, being mindful of the budget. Is that fair to say? So, I think it's fair for the people in the crowd to say "Why are we doing this?" But the answer is because science says it's the right answer to do for the long term, and mathematically and for pedestrian safety, that all goes together. It may not feel good like a root canal, but it doesn't mean it isn't the right answer.

Aldersperson Katie Van Zeeland (District 5) 53:03

Thank you. Alder Doran.

Aldersperson Chad Doran (District 15) 53:07

Thank you. I would agree that I appreciate the residents along the street who have come and asked their questions shared their concerns. But I would remind our colleagues, we're designing this road for far into the future long after we're all gone. And as we know, we're so far behind on our road projects, this this road will probably end up lasting even longer than we anticipate. So, making these changes is a forward-looking thing.

Aldersperson Chad Doran (District 15) 53:37

To me most important in all of this is, is that we are looking at a significant savings here in narrowing the street in addition to this sort of just following current policy that we have in place. And in reality, the \$85,000 is really just to reconstruct this portion of the street, but the long-term maintenance—less salt, less, you know, potential plowing, all those things that that will happen over the life—will really increase the savings quite a bit more than that, I would imagine. And also, there are a number of members on this Council, who often talk about trying to do what's right for the environment, and narrowing streets, as we've done are planning to do here and have done elsewhere, it means less concrete, less runoff, less salt. So, these are all good things. And I think this is, you know, this is a project that takes into concerns certainly what residents have asked, but are issues that we also examined elsewhere and found this to be that best practice. So, I would encourage our colleagues to support the plan that that staff has brought forward in this case.

Aldersperson Katie Van Zeeland (District 5) 54:45

Thank you. Alder Meltzer.

Aldersperson Vered Meltzer (District 2) 54:47

Thank you. I don't want to repeat things my colleagues have already said. Some things might have already been covered. But I do think that it's a very, very important best practice—engineering wise, environmentally, and on a number of different levels—to narrow a street when you have the opportunity to. I think that, you know, as far as me sitting here on this committee or on Council, when we approve the final vote, a road that wants to be widened, or a road that's proposed to be widened, has to make a case for itself. A road that has the opportunity to be narrowed, I think that that case is already made for it. And unless there is a justified, valid safety issue that

makes the narrowing of the road unadvisable for those reasons, then then I think that narrowing roads is something that is absolutely essential, and certainly the forward looking way to go with re—with any road reconstruction in any neighborhood. Thank you.

Alderson Vered Meltzer (District 2) 54:47

Thank you. Any other—yes, Alder Fenton?

Alderson Denise Fenton (District 6) 55:22

Thank you, Chair. I [Audio cut out] Did I go away? And I forgot to ask this. So, thank you. Had asked if we're taking 11 trees out, and the concern was whether those trees would be replaced after the work was done. And then I have one more thing.

Director Danielle Block (Department Of Public Works) 56:13

Thank you, Chair. Yes. Tree replacement does occur after the reconstructs, and our forestry department will evaluate where those street tree locations will be.

Alderson Katie Van Zeeland (District 5) 56:23

Go ahead, Alder Fenton.

Alderson Denise Fenton (District 6) 56:24

And so, we're looking on the screen here at the potential of the calming circle. So, one block to the east of that intersection is the north side of Franklin Elementary School. Three blocks to the north of that is the south side of Xavier middle school. And then just a few blocks to the south is Erb park. So, a lot of pedestrian activity, a lot of children walking in that area. So, you know, that is a top concern for me, as well. And I think anything that has the potential to slow down traffic just so that somebody sees a kid on a bike is—sort of makes it worthwhile. Thank you.

Alderson Katie Van Zeeland (District 5) 57:21

Thank you. Any other questions, comments, discussion? All right. Alder Croatt.

Alderson Chris Croatt (District 14) 57:31

Thirteen. Thank you, Chair. Just briefly, if traffic engineer Lom could comment on the portion of roadway—I believe it's going to be at Pershing going north, that's going to be not really matching up, because it's going to be wider and narrower. If you could just comment on how that transition would be? Because I believe that was a comment made by someone from the audience.

Eric Lom (City Traffic Engineer) 57:58

Sure, I was just pulling this so that I can answer your question accurately. Generally speaking—yeah, and that is the case here. Basically, we just have a transition section that's—yeah, you can see it up there—20, 30 feet long, depending on the situation where we just transition from the narrow portion of the street to the wider portion of the street. You're always going to have that somewhere, wherever we're transitioning from, let's say a newer, narrower street to an older, wider street.

Alderson Chris Croatt (District 14) 58:36

When that portion is someday reconstructed, would it—would the intent be to match it up to the with the 27 foot?

Eric Lom (City Traffic Engineer) 58:45

Unless there's some extenuating circumstances that we don't know about right now, yes, we would continue that to the north. And then that little transition section, the curbs would be removed and straightened out essentially.

Aldersperson Chris Croatt (District 14) 58:58

Okay, thanks.

Aldersperson Katie Van Zeeland (District 5) 59:00

Any other questions, comments, discussion? Alder Siebers?

Aldersperson William Siebers (District 1) 59:06

I'm going to vote for the design, reluctantly, in one fashion. The thing that that makes me want to vote in favor of it is the idea that that or the fact that we are way behind in regards to our roads and our infrastructure, and if we can save some money here, then maybe we can apply it to a project that we wouldn't be doing, you know, for a while. So based on that I'm going to vote for this.

Aldersperson Katie Van Zeeland (District 5) 59:46

Alder Meltzer.

Aldersperson Vered Meltzer (District 2) 59:48

I also wish that—I really wished that it was easier to switch a project along to a different neighborhood. I think that that would solve a lot of the problems that we have. But I think that the, you know, the underground work, the invisible water mains, you're never going to have a neighborhood advocating about road conditions based on the on the underground work unless there is severe—a crisis happening. And I think that, you know, unfortunately when we're dealing with water mains that are as old as they are, we have a we have a project and an intention right now to address that issue.

Aldersperson Katie Van Zeeland (District 5) 1:00:31

Yeah, I agree. And I think we have a duty to address that. And then also to make sure that the street that we are constructing meets the best practices. Any other questions or discussion? All right, hearing none, we'll vote. All those in favor say aye. Aye. Any opposed? That motion passes five zero.