

Item 23-1338: Design Hearing for future 2025 Paving Projects: Morrison Street (Glendale Avenue to Pershing Street) and Perkins Street (Prospect Avenue to approximately 50' north of Allen Alley RR Tracks)

Municipal Services Committee

Mon, Nov 06, 2023, 4:30PM

Alderson Katie Van Zeeland (District 5) 01:03

We do have a public hearing this evening, item 23-1338 the design hearing for future 2025 paving projects, Morrison Street (Glendale Avenue to Pershing Street) and Perkins street (Prospect Avenue to approximately 50 feet north of Allen alley railroad tracks). It looks like we have some—I'm sorry, were you're pointing? Oh, sorry about that. It looks like we have several people who are here to speak. If someone would like to step up to the podium, just go ahead and state your name and address for the record and we can take any questions or concerns. That—someone like to go first?

Someone Off Microphone 01:46

Which project first?

Someone Else Off Microphone 01:51

Either one.

Alderson Katie Van Zeeland (District 5) 01:53

It doesn't matter. They're both the same. I have them listed as the same item. So you can speak on either.

Jerry B. (Resident) 01:59

Okay. I'm [Jerry B.]. I live at [XXXXX]. You wanna know what my questions are?

Alderson Katie Van Zeeland (District 5) 02:09

Absolutely.

Jerry B. (Resident) 02:10

Okay. The sidewalk bit. I'm kind of interesting the sidewalk because there hasn't been a sidewalk over there probably for the last 50 to 60 years. All of a sudden, we're gonna put a sidewalk in there. Why?

Alderson Katie Van Zeeland (District 5) 02:23

Did you want to list all your questions first, or should we? Did you want to go with to staff one by one?

Jerry B. (Resident) 02:29

That's the big question there.

Alderson Katie Van Zeeland (District 5) 02:31

Okay.

Jerry B. (Resident) 02:31

The road should be paid for as far as I'm concerned. This sewer stuff, I'm not really sure what's going on with that, but we're going to cover that as we get there because I have a lot of questions before they started digging my basement up.

Aldersperson Katie Van Zeeland (District 5) 02:47

Okay. Director Block, did you want to answer?

Director Danielle Block (Department Of Public Works) 02:53

Point of—point of order on how—typically in the past design public hearings have gone is usually all the comments come forward and then staff can give—we will give an overview of the project and we'll get real, you know, kind of broad with my introduction, then Eric, and then Jason can speak to more granular project details that were included in the package.

Aldersperson Katie Van Zeeland (District 5) 03:16

Okay, well since—

Director Danielle Block (Department Of Public Works) 03:17

Well either we can do that intro first. And then—

Aldersperson Katie Van Zeeland (District 5) 03:19

Well, I didn't start that way. So if we could just address the gentleman's concerns and then I'll go ahead and turn that back over to you for you to do your presentation.

Director Danielle Block (Department Of Public Works) 03:28

So part of that is going to be addressed in the presentation.

Aldersperson Katie Van Zeeland (District 5) 03:31

Oh, okay.

Director Danielle Block (Department Of Public Works) 03:31

So I don't want to stop—

Aldersperson Katie Van Zeeland (District 5) 03:32

Okay.

Director Danielle Block (Department Of Public Works) 03:33

—every time. So we could take all the comments and questions, concerns. We'll jot them down and then staff—

Aldersperson Katie Van Zeeland (District 5) 03:39

Okay. Yes, Alder Siebers.

Aldersperson William Siebers (District 1) 03:42

Chair, I would rather you do your presentation because in in the process of doing a presentation, the answers to the questions may be given so they don't have to ask the question. So I would—

Aldersperson Katie Van Zeeland (District 5) 03:55

I concur. So if you'll just have a seat, I'll call you back after the presentation if there's any other questions or comments. So Director Block, did you want to get started? Okay, great.

Director Danielle Block (Department Of Public Works) 04:07

I will start. So included tonight is information in the packet related to 2025 paving projects, one being Perkins Street and one being Morrison Street. So included in the project packet information is a narrative on the existing and then the proposed improvements for each corridor. There's also a copy of the letter that was sent to residents along each corridor and letting them know about the design hearing tonight. The project also includes the year before, 2024, the underground utility work. So that was touched on real briefly.

Director Danielle Block (Department Of Public Works) 04:45

In kicking this off I will say to put this into context on this design hearing we're following the typical process of how early the design hearing happens. We need to have the roadway parameters set for the underground utility work to begin, and I want everybody to keep in mind that we're right now going through that Alta Complete Streets study process. So some of the implementation and the changes that are noted for each one of these roadway projects are coming through in this study. We want to be sure that we're gathering and incorporating that information into the streets because 2025, by that point, we will likely have an adopted complete streets policy. And it's in line with other city policies as well related to our sidewalk policy.

Director Danielle Block (Department Of Public Works) 05:33

DPW also is taking into account other project constraints, you know, that have to be balanced. Of course, budget—capital budget is always a constraint. Our maintenance budgets and future operations on how we maintain each one of these corridors along with other city corridors, multimodal accommodations, traffic safety and calming features will be talked about, stormwater management strategies and maintenance of these utilities. So I'm gonna pass it over to city traffic engineer Eric Lom.

Eric Lom (City Traffic Engineer) 06:09

Okay, thank you. So I'm gonna just gonna dive a little bit more into the Complete Streets aspect of this. The number one complaint that the city receives in our neighborhoods rev—revolves around traffic safety, speeding. And so kind of in response to that, one of the things that the city has done is develop a complete streets policy. And for those—many of them in the room know what that is. But for those that don't, Complete Streets Policy really looks at how do we make a street that doesn't just serve the purpose of moving cars through as fast as possible, but creates a multimodal facility that is safe and equitable for all the users whether you're on a bike, whether you're walking, pushing a stroller ride—driving your car, and so on and so forth.

[Something not visible on camera happened]

Eric Lom (City Traffic Engineer) 07:03

Okay. I'm sorry. That's the first time that's ever happened. Okay. So, my apologies.

Eric Lom (City Traffic Engineer) 07:14

So as we—we do currently have a complete streets policy and we're in the process of coming up—or looking—we'll be taking a look at that Complete Streets Policy and updating it. So here's a few things that we know in the context of complete streets, drivers will drive the speed that feels comfortable to them, okay. The design of the street in the surrounding environment dictates what feels safe. And the analogy—and this is an extreme analogy—but the analogy that I like to use is, why does 70 miles an hour feel safe for most people on highway 41, but 10 miles an hour in the Walmart parking lot might seem unsafe? And it has to do with that environment and how, why, how much you can see out in front of you and the unpredictability of what's going on, or the predictability of what's going on around you.

Eric Lom (City Traffic Engineer) 08:11

We also know for the same reason that we can't really have meaningful effect on traffic speeds by simply putting up more speed limit signs or promising to do more enforcement because it just isn't the—putting up more speed limit signs doesn't have the impact that we would hope that it would. And having enforcement on every local street is simply not practical. So we know that changing the built environment is the answer to how we get meaningful and long-term impacts on traffic speeds and therefore the safety.

Eric Lom (City Traffic Engineer) 08:48

So ever since COVID, we've basically gotten—before COVID but especially since COVID, my office gets a never-ending stream of phone calls from people who wish that we could do something in their neighborhood to affect traffic speeds. And I literally took a phone call five minutes before I left for this meeting from someone on Schaefer Street on the South side of town, who wishes that we could do something meaningful to affect speeds on her street. And generally, I don't have a lot of good answers for these people because the real way that we fix this is through changing the design of the street, and we don't get an opportunity very often to do that.

Eric Lom (City Traffic Engineer) 09:30

So when we talk about the projects that we're here to talk about tonight, we have a once—and this is being generous, but I call it a once in four generations opportunity (about 100 years or so) to do something meaningful and to change the way that the street operates and make it better for the community and for the people that live there.

Eric Lom (City Traffic Engineer) 09:52

So the research is clear that we that we need to, that this is the way to go about So I'm just going to touch on the two projects real quickly. I'm not going to go into a lot of depth. We can answer whatever questions we have. But for Morrison Street, one of the techniques that we're proposing to change this built environment and to affect speeds is to narrow the street. It's the number one easiest, simplest way to affect speeds. The—in this particular case, we're proposing to remove parking from one side in order to do that. It still will result in 40 legal—approximately 40 legal parking stalls on that stretch of street which relates to almost two stalls per driveway.

Eric Lom (City Traffic Engineer) 10:44

In the process of doing that, we save about \$85,000. Not inconsequential as we look at our CIP project and the struggles that we have to budget for these projects. We're also proposing something called bump outs, some people call them curb extensions, at one at one of the intersections to help with our Safe Routes to School, shorten the crosswalks and some of the things that we know go with using bump outs. And then also, a traffic calming circle is proposed at the intersection of Linwood—I'm sorry, Lindbergh, which is similar to what we did on Glendale Avenue, and we know that it affects speeds.

Eric Lom (City Traffic Engineer) 11:28

For Perkins Street, we are also looking at narrowing the street. Perkins is exceptionally wide. In this particular case, we're looking at removing parking from one side and narrowing the street again, for all the same reasons that we've talked about, saving about \$160,000 just in construction costs. But also, perhaps just as importantly, impacting the speeds on the street and making it less desirable for trucks. We're also showing curb extensions at the Charles intersection. We don't have a lot of intersections to work with here, and that's generally where we're able to do some of those things. So I will pass it on to Jason Brown, the project engineer, to go into a little bit more detail.

Jason Brown (Project Engineer) 12:20

Thanks, Eric. So yeah, I won't rehash—Eric did touch on a lot of the details of the proposal in the design that we're looking at. So basically, I'm just going to go through each of these streets and kind of what the existing conditions are and what our proposal is for you tonight. So the document that I'm going to basically be referencing is in the agenda, and I actually put some hard copies up there for you as well if you'd like to follow along.

Jason Brown (Project Engineer) 12:49

So for both of these streets, Perkins and Morrison, these are considered total reconstructions, and they are scheduled for 2025. So total reconstruction will involve the complete removal of all the existing curb and gutter, pavement, existing base course within the roadway. And that will all be replaced with new. In the case of Morrison street that already has sidewalks along both sides, we would look at a situation where we would spot repairs sidewalks. We wouldn't necessarily remove and replace all sidewalks. Just where it was needed for trip hazards or cracked and heaved panels of sidewalk. Obviously, it has been mentioned already on Perkins Street, the majority of the project does not have sidewalks so we would be looking at adding new sidewalk to within the project limits along both sides.

Jason Brown (Project Engineer) 13:41

So let me just start—I think Dani has Perkins St kind of shown up on the board. Can't see the entire scope of the project. It's about 1500 feet long. So if we have to zoom in or pan around to anything specific, we certainly can do that. So Perkins street 2025 it is scheduled for a concrete pavement reconstruction project from Prospect Avenue to the railroad tracks which is just north of Allen alley. We have a—this is in Aldermanic district number nine. Traffic counts from 2013 are 1100 vehicles per day. There are no current—no parking restrictions along Perkins Street. It is a bus route.

Jason Brown (Project Engineer) 14:25

We give each of our streets in the city pavement ratings based on the condition, the surface condition, of the pavement. We rated from one to 100 with 100 being the worst. So the larger the number, the worse the pavement condition. The rating for Perkins Street in this particular area is at 41. It's not the only reason you know that we look at these projects, but it's one of the factors that we look at, you know, and anything over 30 is certainly worthy and a candidate for considered to be part of a potential reconstruction project in the future.

Jason Brown (Project Engineer) 15:01

The existing right of way is 60 feet. And as Eric had mentioned before the pavement width is quite wide. It's 40 feet from back of curb to back of curb. And like I said before, it doesn't have any sidewalks. The existing pavement, the concrete was—original concrete was placed in 1959, and we have an asphalt overlay that was done in '94.

Jason Brown (Project Engineer) 15:21

I'm not going to go through all of the details here. Obviously, we list our utilities. Sanitary sewer, storm sewer were built in the 50s so we would certainly be looking at any underground utility upgrades the prior year in 2024, if needed.

Jason Brown (Project Engineer) 15:38

The last thing that we kind of look at or one of the things that we look at with these projects are trees, street trees, terrace trees. We have a total of 15 trees in total, 10 on the west side, and five on the east side. And we do a tree analysis for each of these projects to determine the condition, the existing condition, of the trees and what would happen if we narrow the road, keep the road at the same width, those sorts of things. For Perkins

Street, we did find that 10 trees total will be removed due to poor condition, just poor health right now, five on the east side five on the west side. We do have four trees on the west side that if we narrow the street from the current width, we would be able to save those trees. If we built it back at the same with those trees would be removed.

Jason Brown (Project Engineer) 16:27

So as far as our proposed our proposal in the design of Perkins Street, and Eric—like I said Eric mentioned a couple of the background details here. We're looking at narrowing the pavement down to 31 feet, so we're going from 40 feet to 31 feet. So that's a nine-foot narrowing. I mentioned before that we would also be adding new concrete sidewalk. We'd be proposing new sidewalk along both sides of the street where there is no sidewalk now. There are a few properties along here that do have sidewalk, but the majority of them do not. Kurt—Eric also mentioned curb extensions to calm the traffic. That would be at Charles Street, also helps pedestrian crossings, shorten the length that a pedestrian has to cross Perkins Street at that location.

Jason Brown (Project Engineer) 17:16

He also mentioned that on-street parking would change. We would reduce it down to one side and that would be along the west side would be permitted and we would prohibit parking along the east side. I mentioned the trees before 10 trees being removed to poor condition, but we would save four trees along the west side by narrowing the street.

Jason Brown (Project Engineer) 17:40

As far as cost estimates go at this time for the pavement only—pavement project only. The estimated construction costs at 31 feet is around \$730,000. In comparison, if we were to build the street back at 40 feet, the estimated cost would be around \$890,000.

Jason Brown (Project Engineer) 18:01

As far as the feedback that we've gotten so far, once we sent our information letters out, we have 33 properties within the project limits. We send out a questionnaire with each one of our information letters. We got two of those questionnaires returned to us, kind of lists some concerns that folks have. I also received a few phone calls. And so the majority of the feedback that that I've gotten. that we've gotten back so far is the new sidewalk that we're proposing is not wanted or needed. That's the perception. There are concerns over the narrowing and loss of parking, concerns over the number of trucks using Perkins. Perkins is not a truck route, but it does get used a lot with trucking to the north to the industrial areas to the north. So that's all I had for Perkins Street. I don't know if you want to open that up or continue on with Morrison and then open it all up at the end.

Aldersperson Katie Van Zeeland (District 5) 18:56

I'll leave it to the experts. How would you best handle this? Did you want to do both or just start with Perkins?

Director Danielle Block (Department Of Public Works) 19:03

I think if we review Morrison then for sure all the reviews get done.

Aldersperson Katie Van Zeeland (District 5) 19:08

Okay. That

Director Danielle Block (Department Of Public Works) 19:10

We'll speed up Morrison and so we can get to the comments.

Aldersperson Katie Van Zeeland (District 5) 19:13

That sounds good.

Jason Brown (Project Engineer) 19:15

Okay. So like Eric had mentioned before, Morrison—both of these streets, very similar concepts. So like Dani said, I won't I won't hash over every single detail that we have here. It's in front of you and certainly can be vetted out with questions as well as we go along. But Morrison street we're looking at another 2025. This would be an asphalt reconstruction project; any underground work would be done in 2024. There are currently no parking restrictions along this portion of Morrison Street. This is a 60 foot right away and the current width is 33 feet from the back of curb to back a curb.

Jason Brown (Project Engineer) 19:56

Won't—like I said won't go through all the details of the existing condition of the pavement or the existing utilities. I'll kind of get to the proposal. So we are proposing new concrete curb and gutter and asphalt pavement at 27 feet from back of curb to back of curb. So that's a six-foot narrowing. As Eric had mentioned, as well, we are proposing curb extensions, basically narrowing the pavement at Marquette Street to serve as a traffic calming measure, and a traffic calming circle at Lindbergh Street.

Jason Brown (Project Engineer) 20:25

The on street parking would be altered in this proposal with only one street, one side of the street, being permitted for parking and that would be along the east side. So on street parking along the west side would be prohibited if we built Morrison Street at 27 feet.

Jason Brown (Project Engineer) 20:44

We do have tree conditions looked at here. We have 11 trees in poor condition that are going to be removed regardless of what we do in terms of the width or how we how we design the street. There weren't any trees in this—it's a little unusual, but there weren't any trees in this scenario that we had to worry about narrowing to save them, so didn't have to worry about that.

Jason Brown (Project Engineer) 21:07

Cost estimates. The estimated construction cost at 27 feet, which is our proposal, is \$465,000. The estimated construction cost if we were to keep it at 33 feet is \$550,000. We have 29 properties within the project limits on Morrison. Did not get any feedback from anyone on Morrison. No questionnaires were returned, and I didn't have any phone calls or emails or any feedback at all so far. That's it for me.

Aldersperson Katie Van Zeeland (District 5) 21:44

Anything else to add? Okay. So we had a gentleman who had approached the podium earlier with some questions. If you'd like to step back up sorry about that.

Jerry B. (Resident) 21:56

[...]sidewalks again. Ah, if you want to look at the picture, Perkins and Charles, corner house, driveways on Charles Street. If you put a sidewalk out in front of my house, how am I supposed to maintain that sidewalk? Walk in the road to blow the snow?

Aldersperson Katie Van Zeeland (District 5) 22:28

Did—you had another question besides that as well. Did you want to pose that one too, and then we can get your answers for you?

Jerry B. (Resident) 22:34

Well, I was just wondering who's gonna pay for the sidewalk?

Alderson Katie Van Zeeland (District 5) 22:38

Okay.

Jerry B. (Resident) 22:39

'Cause I got a lot of sidewalk in front of my house. Because I got a double lot.

Alderson Katie Van Zeeland (District 5) 22:43

Okay.

Jerry B. (Resident) 22:44

But the biggest thing is snow removal.

Alderson Katie Van Zeeland (District 5) 22:48

You're concerned about the snow removal—adding the sidewalk in front of your home?

Jerry B. (Resident) 22:52

That, and if they put the sidewalk in front of my house. Charles and Perkins, and my driveway is on Charles. So if they put a sidewalk down Perkin street, how am I going to get out there to blow the snow?

Alderson Katie Van Zeeland (District 5) 23:07

Okay. Do—does someone want to take that question for the gentleman?

Director Danielle Block (Department Of Public Works) 23:20

Am I showing your house correctly up here?

Jerry B. (Resident) 23:23

Yep.

Director Danielle Block (Department Of Public Works) 23:24

That one.

Jerry B. (Resident) 23:24

Mine's on the west side.

Director Danielle Block (Department Of Public Works) 23:25

We would certainly be open to additional sidewalk along Charles, giving the access from the driveway on to

Jerry B. (Resident) 23:33

Yeah, but the other question that comes up on that—

Alderson Katie Van Zeeland (District 5) 23:35

If I could just ask everyone else who's not at the podium to please keep it down and be respectful I'd appreciate that. Thank you. Sorry, sir, go ahead.

Jerry B. (Resident) 23:42

Because I have—right, I have 100 feet in front and 200 feet down Charles Street. That's going to be one hell of a chunk of gol' damn sidewalk. And if I gotta pay for it, I'm going to vote against it. Because there's no way that I'm going to be able to afford that, even on my taxes.

Director Danielle Block (Department Of Public Works) 24:02

So the assessment for sidewalk would be according to the city's sidewalk assessment policy. So we wouldn't do anything different for this location than we do on any other project. And certainly the additional sidewalk would not be outside of the scope of this project. I mean, we could certainly work with you on that, hearing the concerns about it. Sidewalk in general—the installation of sidewalk—there is a citywide policy on residential streets and the addition of sidewalk when reconstructed. So what we're proposing here is not outside of already adopted city policy, just so we're on the same page for answering the question on why.

Jerry B. (Resident) 24:44

So it's up in the air.

Director Danielle Block (Department Of Public Works) 24:45

No, it's not. It's policy. It's current policy.

Jerry B. (Resident) 24:48

But we don't know what we're going to do because it's 2025 that's out there a ways yet.

Director Danielle Block (Department Of Public Works) 24:55

So just to clarify, the design hearing is the first step in the process on hearing feedback related to the design parameters that we're proposing. The design parameters that we've proposed here are in line with city policy. There'll be a subsequent Municipal Services meeting where the committee will decide and gets to vote on the design parameter.

Jerry B. (Resident) 25:18

Well, I think the streets are very good idea. That'll slow those truck drivers down and the speeders coming down Perkin Street. To me, that's a very good idea. But the sidewalks—to me, there's not enough foot traffic on there. I mean, there's no schools. I mean—

Aldersperson Katie Van Zeeland (District 5) 25:38

Okay.

Jerry B. (Resident) 25:39

That's something to look at.

Aldersperson Katie Van Zeeland (District 5) 25:40

I, right, and we're here too—

Aldersperson Katie Van Zeeland (District 5) 25:41

That's something that the committee will con—we're just going to take all of your comments today, and then the committee will deal with those later. So.

Jerry B. (Resident) 25:49

You better look at see what's on that street.

Aldersperson Katie Van Zeeland (District 5) 25:52

Yeah, just a reminder, that's why we're here, so that you can all have an opinion and give us your feedback as the people who live there. Who else would like to step up? If you could state your name and address for the record, please?

Bonnie L. (Resident) 26:08

[Bonnie L.] at [XXXXXX]. I share some of the same concerns about the sidewalk, also the maintaining of the sidewalk. I understand that it's just the way things are done now, but we have a lot of elderly neighbors. How are they to—who have to pay people to come in and clear their snow. How are they to maintain their sidewalk? I—we have a ton of semi traffic. If—I'm all for narrowing the road, if that is going to, like solve some of that problem. I know me and some of my neighbors have gone out of our way to call trucking companies, to contact the police, to write letters. And it's—basically if we can have every plate number of every truck that goes down, then something will be done. That's just not feasible.

Bonnie L. (Resident) 27:01

Another concern I have is with the railroad tracks, and I know that that's the property of the railroad. Those are constantly—I mean, you have you have—which isn't even part of this project. That would be you know—

Aldersperson Katie Van Zeeland (District 5) 27:14

It goes to the railroad tracks.

Bonnie L. (Resident) 27:16

Yeah, to the end of Allen alley. You have the nail heads popping out. I've had I've had them in my car. My father has had them in his car, numerous other people. Because they're not maintaining them. I've gone to the railroad. I've gone to the city. I've gone to whomever. Don't know what to do about that.

Bonnie L. (Resident) 27:33

But we have had traffic heading south and it's not just semis. Years ago, we had a semi hit a car out front of side of our house, but at least a couple cars a year get creamed. And it's not always speed. It's when you come up over the tracks, it kind of jigs your car a little bit. And so we've had cars that are parked just south of the tracks on the west side of the street that have been hit. My car has gotten hit. Last year, somebody's—somebody was coming home from one of those, you know, one of the companies over there and hit a car that was at the first duplex right outside and smash that up into the lawn. We've had some additional hits on the other side of the street too, because we have a lot of people who trav—traverse the street with job trailers because of the Renewal by Andersen that's come in and the city—where you bring your like lawn clippings and all that. So a lot of people come in that way. So it's usually because of that.

Bonnie L. (Resident) 28:41

I don't know if narrowing the street is going to is going to make that a little bit more problematic. Like I personally, we live with the alley behind our house, so we don't—only our company really street parks. But with it narrow, that doesn't leave a lot of margin for error if somebody is coming over those tracks. Those tracks as I said they do jig your car. I mean used to be able to get airborne on them.

Aldersperson Katie Van Zeeland (District 5) 29:07

Okay.

Bonnie L. (Resident) 29:08

So I'm concerned with that. And just the safety, not just you know, pedestrians, but just people—you're sitting in your car, you're parking your car. And with that narrowing, I would hope that this would be a deterrent for the semi traffic but that really needs to be a jet—you know, addressed because it is causing like structural damage to homes including the Renewal by Andersen job trailers. When everybody on that road complains that our houses shake and things shake on the wall and anything on the table shakes when we have these heavy job trailers going, I just I feel like that needs to be addressed with this proposal as well. I know 20 plus years ago, they proposed dead ending the street right there prior to the tracks. And we are all like that would be great because then we wouldn't have any of those issues. Those are my concerns. Thank you for your time.

Aldersperson Katie Van Zeeland (District 5) 30:04

Thank you. If perhaps we could have someone reach out who could deal with the railroad situation at a later date. The so the questions were about narrowing—the narrowing, you're worried about the speed coming over the railroad tracks, and then also the truck traffic. So who else would like to speak?

Kevin K. (Resident) 30:42

[Kevin K.], got a property there at [XXXXX]. And I also own a business right around the corner in the industrial park. You're trying to put band aids on the problem, but you're not looking at any of the problems. The problems are trucks come in on Prospect all the way up to the concrete and cement companies and whatever and there's no deterrence out further for the trucks. You've got a small neighborhood that's next to an industrial park. So when the city was designed and laid out, you're trying to fix problems from a layout perspective of years and years ago. Lin—whatever money you could have spent to put Lyndale through years ago, was a mistake. Because none of these problems would exist if that street would go through. Because that would be a major thoroughfare, and this would be a community. It's an industrial park, I have a truck with trailers. Yes, you have Renewal by Andersen coming through there with trailers. It's no truck route is a truck over X amount of pounds. But you can still bring a truck and a trailer through there. So all's you're doing by narrowing that up is going to cause more problems and accidents with those trucks and trailers.

Aldersperson Katie Van Zeeland (District 5) 31:55

Anything else besides the concerns about the trucks—

Kevin K. (Resident) 31:58

Yeah, you're not doing my basement to put my sewer in. You can put it—it's 10 more feet from the sidewalk to the basement. You can dig them in outside the house and—oh, thank you. And we got to pay for it anyways if there's a problem later on. I don't know why you're messing up and digging up everybody's basement. I said I got an excavator. I'll dig the hole outside the house and you can put it there. If I ever got problems, I'll pay for it the rest of the time. But why come in and destroy everybody's basements? I would like—

Aldersperson Katie Van Zeeland (District 5) 32:26

Again, sir, I just want to remind you that we're here to listen to you. So this isn't—we haven't we haven't made any vote to do absolutely anything yet. That's why we're here.

Kevin K. (Resident) 32:35

Well, you have no choice but to have them come in and dig up your basement or pay more money to have the sewer run in. Three more feet if I dig it outside my house to the inside. Three more feet, they're gonna go, but they got to dig up the basement to do it.

Alderson Katie Van Zeeland (District 5) 32:48

If the committee moves to move forward, that would be correct.

Kevin K. (Resident) 32:52

Well according to the plumbing inspectors and everybody that's coming out, that's what they're saying they're doing.

Alderson Katie Van Zeeland (District 5) 32:55

Yes. Thank you for your feedback. We will—the committee will take that into account.

Kevin K. (Resident) 33:00

You guys just need to look at the reasons for this problem, though. You're not addressing any of those.

Alderson Katie Van Zeeland (District 5) 33:09

Thank you. Who else would like to speak? Comments or questions? And if you could please state your name and address for the record.

Kathleen R. (Resident) 33:17

[Kathleen R.]. I live at [XXXXX].

Alderson Katie Van Zeeland (District 5) 33:22

Thank you.

Kathleen R. (Resident) 33:23

But I'm on the corner of Morrison and Byrd. And I guess I'm the representative of the area.

Alderson Katie Van Zeeland (District 5) 33:29

Okay. Thank you for being here.

Kathleen R. (Resident) 33:33

I have about four or five questions. Number one is when was the last time my block of Morrison was addressed?

Alderson Katie Van Zeeland (District 5) 33:45

Do we have that information when it was last addressed?

Jason Brown (Project Engineer) 33:51

Yes, what I'm sorry, what was the address again?

Kathleen R. (Resident) 33:53

[XXXXX]

Jason Brown (Project Engineer) 33:57

So—and I'm not—I'm assuming what you mean is the pavement. It looks like pretty much within the entire project limits (and block to block it could be a little bit different, but I don't think it is in this case) we did an asphalt overlay in 1996. Prior to that the original asphalt was placed in 1974 and 1976. So the original—and prior to that the curb and gutter was placed in in 1949 and 1953. So the original asphalt was placed in the mid-70s, and then we did an overlay in the mid-90s. Beyond that there hasn't been anything with the pavement.

Kathleen R. (Resident) 34:38

Are you gonna do asphalt again then?

Jason Brown (Project Engineer) 34:41

Yes, we are.

Kathleen R. (Resident) 34:41

Okay so asphalt on top of the '96 asphalt.

Jason Brown (Project Engineer) 34:45

No, no. So we will completely remove all of the existing curb and gutter pavement and the base underneath. We will start—we will go down about 15 to 18 inches and build up a 12-inch new stone base and brand-new three-inch asphalt and brand-new concrete, curb and gutter. Everything will be new.

Kathleen R. (Resident) 35:04

Is there a valid reason for that?

Aldersperson Katie Van Zeeland (District 5) 35:08

Could you address why we would do that?

Jason Brown (Project Engineer) 35:12

Why we would do a total—like a reconstruction as opposed to just simply placing—

Aldersperson Katie Van Zeeland (District 5) 35:17

Correct.

Jason Brown (Project Engineer) 35:17

—asphalt over the top? Well, the condition of the pavement—quite honestly, we'll get better longevity out of replacing, doing a complete replacement or reconstruction of the pavement. Obviously, they did an overlay. But at this point, the base material—and I can't, you know, I don't know the specifics on what the street looks like today. You probably know it better than I do. But you know, we're obviously moving forward with a reconstruction here. So we believe it's time just to simply reconstruct it in new, and we'll get another 20 to 25 years before we gonna have to do anything else to it.

Kathleen R. (Resident) 35:56

Well, and that rating of zero to 100. What is Morrison's rating?

Jason Brown (Project Engineer) 36:01

Morrison's rating is an average of 23. So it's not the highest that we see, but we still believe that this is a candidate for a reconstruction. There's other factors in that too. We have sanitary sewer from the 40s. We have watermain from the 40s and 50s. So utilities play a factor in that as well.

Kathleen R. (Resident) 36:23

My comment is it seems a little shaky in terms of rationale for spending that money on a street which could probably last another couple of years at least. Okay. Next item. What is the rationale for the traffic calming circle on Lindbergh? What data do you have to warrant that item added to the project?

Eric Lom (City Traffic Engineer) 37:02

Well, we come at that, I guess, from a different perspective. We're not looking at this saying, "Wow, this is the worst Street in the city, and therefore we need to do something." We come at it from a best management practice type of approach. And we know that these types of treatments are very inexpensive to do when we do it at the time of reconstruction. And we also know from lots and lots of these that have been installed in lots of other places similar to us, that they have a really strong impact on reducing vehicle speeds.

Kathleen R. (Resident) 37:47

I'm not questioning their effectiveness. I'm questioning your data to warrant it on Lindbergh. I've lived there 32 years, and believe me, there are very few cars that use that section of Lindbergh.

Aldersperson Katie Van Zeeland (District 5) 38:05

If I could just ask you what is your concern with the work being done there? Is it the cost? Is—could you just elaborate on that?

Kathleen R. (Resident) 38:14

Well, yeah, I don't think it's been justified. I mean, you're talking about narrowing a street to save money among other things, as well as the traffic flow. Okay. So each of these items contributes to the cost.

Kathleen R. (Resident) 38:35

Yes.

Kathleen R. (Resident) 38:36

And I'm asking for some data on why it's put [indecipherable] at an intersection I use every single day.

Aldersperson Katie Van Zeeland (District 5) 38:45

Sure. Well, that's what I wanted to make sure, because I—we want to know where you're coming from. So.

Kathleen R. (Resident) 38:50

Okay. So I don't think you have answered my concerns on that.

Aldersperson Katie Van Zeeland (District 5) 38:57

Yes, go ahead.

Eric Lom (City Traffic Engineer) 38:58

—clarification. When we look at this, the cost to construct a traffic—what we call traffic calming circle as part of a reconstruction project is inconsequential in the scheme of this. So we look at the return on investment in a case like this, where we can construct it for next to nothing as being, you know, very strong. So if the question is, "Do we have data to show specifically that it's needed at a certain intersection?" I don't think—the answer is no. We're looking at this as a best management practice.

Eric Lom (City Traffic Engineer) 39:40

A different question and maybe what I thought maybe the direction that you were going with this is "Why Lin—why this intersection and not another intersection?"

Kathleen R. (Resident) 39:50

Well, okay.

Eric Lom (City Traffic Engineer) 39:51

Yeah. And I'm happy to try and take that. So when we look at traffic calming techniques, of which traffic circles and curb extensions are among them, what we tried to do is repeat those every three to 600 feet in order to get the desired effect. So in other words, if you're driving—if you're over by Walmart. I hate to bring up Walmart twice in this meeting. But if you're over by Walmart, and you're driving in front of all those businesses that are just east of Walmart, if there was one speed bump, chances are, you'd probably go pretty fast, and then you'd slow down for that speed bump, and then you go pretty fast again. But because there's speed bumps, seemingly every 20 feet, you can't ever really build up speed. And so it's the same sort of idea here where we're trying to repeat these traffic calming techniques at a certain interval to get the desired effect.

Eric Lom (City Traffic Engineer) 40:52

So when we started—when we looked at this—and I'm going to tell you right off the bat, there is no one right answer to do this. There—it's almost as much of an art as it is a science. We looked at that the Safe Routes to School crossing location is at Marquette and once you've established that you want to do something at that intersection, it makes sense to do something two blocks down from that intersection. Okay. So added to that, then, as you know because you live there, Lindbergh is the way that a lot of the parents get in and out of the school. And so, I mean, I've been out there and watched it. And we know that that's the case. So it just makes additional sense to try and treat that intersection. So I don't know if that answers your question. But that's the thought behind.

Aldersperson Katie Van Zeeland (District 5) 41:47

So if I'm hearing you correctly, you're saying there's—the cost to add the circle, it's not, it's not consequential—

Eric Lom (City Traffic Engineer) 41:56

I mean that—

Aldersperson Katie Van Zeeland (District 5) 41:57

—and that this is part of a bigger plan overall.

Eric Lom (City Traffic Engineer) 42:01

And that's why when I talk about a once in a four-generation opportunity to do these kinds of things, it's because we can do them very cheaply as part of a reconstruction project as opposed to coming in and trying to add these things as standalone projects.

Kathleen R. (Resident) 42:16

Well, on Morrison, you have a stop sign on Lin—or on Glendale, and then you have a yield on Morrison. And now you're adding this, so I guess—

Aldersperson Katie Van Zeeland (District 5) 42:34

I just asked him, would there be any changes to the street signage? I don't understand—I don't know from this picture.

Eric Lom (City Traffic Engineer) 42:44

We're not actually talking about intersection control tonight. We wouldn't normally have that as part of this public hearing. But that is something that we'll be reviewing in the context of this design and coming back with recommendations for that as well.

Alderson Katie Van Zeeland (District 5) 42:57

Excellent. Any other questions, Ma'am?

Kathleen R. (Resident) 42:59

Yes.

Alderson Katie Van Zeeland (District 5) 43:00

Okay.

Kathleen R. (Resident) 43:01

You have—you talk about removal of trees, but you have no guarantee of replanting the trees.

Alderson Katie Van Zeeland (District 5) 43:14

I don't know that we have that information.

Jason Brown (Project Engineer) 43:16

So I didn't—yes, I did mention, you know, the number of trees that that are, you know, along the project limits that—the city forester examined and determined we have I think 11 trees in poor condition that will be removed as part of the project. In my—since I've been here, it has always been a city practice to replace any trees taken down and even look for new opportunities, since we're in, you know, in the area with a project to plant new trees. So unless something changes between now and 2025, which I would not expect, we would be in there after the project, planting new trees to replace the ones that were taken down.

Alderson Katie Van Zeeland (District 5) 44:01

Thank you.

Kathleen R. (Resident) 44:03

And I guess the last comment is about the limited parking on one side of the street. It seems to me that in 35 years that I've lived there that I can count the number of days when people park on Morrison. It just isn't a heavily parked street. And it seems a little shortsighted I guess for people who live on the west side to lose their parking. So my reaction to this project is I don't think you have shown me through the letter and the discussion tonight that the design of the project is suitable for this street. Thank you.

Alderson Katie Van Zeeland (District 5) 45:04

Thank you. Who else would like to speak? If you could please state your name and address,

Joan V. (Resident) 45:17

[Joan V.] I live on [XXXXX], forever and ever. My husband's family lived in the house since the late 30s. I was there when they first put the first concrete road and sewer in. I just have a lot of questions about, you know, the street and the traffic and the trucks. It's just terrible. Now that they fixed College Avenue, maybe a little bit better, but it's just been—instead of the trucks going slow, I think they come in off of Prospect, and I think they go like a bat out of hell because they want to, "I'm gonna get caught. So I'm gonna get going," so that they actually speed up, I believe.

Alderson Katie Van Zeeland (District 5) 46:04

So your concern is not just the trucks using the road, but that also they increase their speed?

Joan V. (Resident) 46:09

Yes, it's been terrible. And this last year's been horrible. It just got worse and worse. As the one gentleman said Perkin Street was really supposed to be residential. Lynndale should have ran all the way straight through, but however, they started building houses, and that got us sites off. They use Perkins street constantly because there is no direct street through so that's the best route they can find even though it says no truck routes, all along the way on either side of the railroad tracks all the way round. I don't know. We've contacted the business. I've gone over there myself. I've stopped trucks. I back out of my driveway, I see a truck coming around the corner, I actually stayed parked in the middle of the roads so he had to stop for me. And the answer is we always get is "Oh, well, that's how the GPS sent us." You know, so they pass the buck about that all the time. So that's probably the biggest concern is the truck traffic.

Joan V. (Resident) 47:16

Then I'm thinking not only—then when the businesses leave, the people leaving their jobs, then it's ssht ssht constantly. **[Note: she was making the sound of cars zipping past.]** They also are speeding to get out of there as fast as you can. It takes me sometimes quite a while just to back out of my driveway because of the traffic at those times of the day. So I'm thinking why not have speed bumps or two? Why not put a stop sign? We've suggested at different times in the corner of Perkins and Charles. Now there's I see in the proposal that might be a bump out. I don't know how far it comes out. But seems to me it would have to be a good ways to actually stop any traffic. I don't know. I—

Aldersperson Katie Van Zeeland (District 5) 48:12

Could you explain how the design of the street slows the traffic and what—why we wouldn't want to put speed bumps on the street.

Eric Lom (City Traffic Engineer) 48:24

Well, as we've talked about a little bit, the there's a couple of different things that we're doing here to try and naturally and sort of in a long-term way, impact speeds. And that's the narrowing itself, as well as the bump outs or curb extensions at Charles Street.

Eric Lom (City Traffic Engineer) 48:43

With regard to speed bumps there—in the toolbox, as I like to say for traffic calming, there are what we call vertical elements that can be used, such as raised intersections, raised crosswalks, and something that is called either speed tables or speed humps. Those are different than the ones that you see at Walmart. Those are instead of being very abrupt, they're more elongated. Those are some techniques that are some traffic calming techniques that we will talk about as part of the complete streets policy that's coming through. So certainly, those are things that can be talked about. They're typically not used on bus routes or truck routes. This is obviously not a truck route. And I'm trying to remember if it's a bus route.

Aldersperson Katie Van Zeeland (District 5) 49:37

It is a bus route. Yes.

Eric Lom (City Traffic Engineer) 49:38

So typically transit and speed bumps, speed humps, speed tables do not go together very well. And they can tend to be very noisy because as maybe not as—

Joan V. (Resident) 49:53

Scrapes?

Eric Lom (City Traffic Engineer) 49:54

Well as—may be not when your Toyota goes over it, it's pretty quiet, but when you get delivery trucks, landscaping trucks with trailers behind them that are allowed to be there, there's a lot of slamming and banging and stuff that goes with that. So sometimes that's a bit of a mixed blessing. But those are things where if and when the policy gets approved that we could revisit this and talk about it. But at the moment, not included.

Eric Lom (City Traffic Engineer) 50:25

Stop signs was another thing, I didn't want to not mention that. Federal guidelines preclude us from using stop signs exclusively as a way of trying to slow traffic, and there's good reason for that. The research that's been done shows that it tends to actually increase the speed of traffic once you get more than a couple 100 feet away from the stop sign because drivers are attempting to make up lost time. And you tend to get people rolling through the stop signs, if there tend to be more stop signs that are not otherwise warranted.

Aldersperson Katie Van Zeeland (District 5) 51:01

Thank you. Any other concerns or questions?

Joan V. (Resident) 51:09

I was gonna ask, you said something about roads being narrowed. What is the average size, the width of Charles Street versus [indecipherable]?

Eric Lom (City Traffic Engineer) 51:20

Well, we're in the process of kind of redefining what is normal, but at the moment, about 70% of the streets in the city that are local residential streets are 32 feet from face of curb to face of curb. And that's generally—

Joan V. (Resident) 51:37

So you're saying that what they're proposing to do for Perkins?

Eric Lom (City Traffic Engineer) 51:44

Okay, so this would actually be two feet narrow than—narrower than that. So this would be 30 feet of from face of curb to face of curb. And but we're removing parking from one side as part of the proposal as well.

Joan V. (Resident) 51:59

And what is the profit by narrowing the street?

Aldersperson Katie Van Zeeland (District 5) 52:07

What are the benefits of narrowing the street?

Eric Lom (City Traffic Engineer) 52:10

Yeah, I go back to the analogy that I threw out there earlier. The wider—we know from just a vast amount of research now that the wider streets are that it's the number one contributing factor to what a driver then—the speed at which a driver feels comfortable driving. So irrespective of the speed limit that we set, if we build them a big wide road, which Perkins is right now—it's 40 feet, I believe. They are going—you can be guaranteed that when we go out and measure speeds that they're going to be well above the posted limit, because that's what feels comfortable to people. So we know that as we as we get narrower and narrower, we tend to see safety go up and speeds go down.

Joan V. (Resident) 53:02

Is the bump out actually, both sides of the intersection of Perkins to Charles?

Eric Lom (City Traffic Engineer) 53:10

It's up on the display there if you can see it right now. Because we have a one-sided parking configuration proposed, the bump outs only come in from that side. Yeah.

Joan V. (Resident) 53:25

And that's the side of the street I live on. So I would not have any parking.

Eric Lom (City Traffic Engineer) 53:31

It depends. If you're on the East side, that would be—that is correct. Yes.

Aldersperson Katie Van Zeeland (District 5) 53:40

Any other questions or comments?

Joan V. (Resident) 53:42

I'm not interested in paying for sidewalk either. I think it's unnecessary. The sidewalk

Aldersperson Katie Van Zeeland (District 5) 53:50

Okay.

Joan V. (Resident) 54:04

So, and I don't know—you say that stop signs wouldn't work. So it just seems to me they have to slow down. There isn't much—how many feet is it between Charles and the railroad track?

Aldersperson Katie Van Zeeland (District 5) 54:22

Do we have that information?

Joan V. (Resident) 54:30

Because, like, as you come out from the railroad tracks area.

Aldersperson Katie Van Zeeland (District 5) 54:34

So your concern is there a way to stop the speed before the railroad tracks?

Joan V. (Resident) 54:40

Okay, I think—I hate to lose the east side parking, but—

Aldersperson Katie Van Zeeland (District 5) 54:47

Okay.

Joan V. (Resident) 54:48

—let's see what they come up with.

Director Danielle Block (Department Of Public Works) 54:52

It's 500 feet from Charles to the railroad track.

Aldersperson Katie Van Zeeland (District 5) 54:56

500 feet from Charles to the railroad tracks.

Joan V. (Resident) 55:04

Okay, I guess that's it for me.

Aldersperson Katie Van Zeeland (District 5) 55:07

Okay. Thank you for coming. And thank you for your feedback. Sure, go ahead.

Bonnie L. (Resident) 55:20

Is the proposal to at one point narrow the street north of the tracks? Or no, because that's industrial; that's separate? Because it seems that—so the railroad track—we're doing from the tracks to Prospect. But north,

Aldersperson Katie Van Zeeland (District 5) 55:39

Are you asking about future plans for that?

Bonnie L. (Resident) 55:41

I'm just curious, like, what would be the benefit to narrowing you know—obviously, that's the residential. But do you have cars barreling out of the industrial area into—so unless you were—and like the same thing with the sidewalk. If we're not if the sidewalks just gonna end at the tracks I don't feel like we have enough room for—

Aldersperson Katie Van Zeeland (District 5) 56:03

So we have—we understand that concern that you're concerned that the things that they're doing in this project will not slow the speed, because you believe it's from before the railroad tracks and with the sidewalks. So that's something that that we have noted, but we can't talk about other plans or projects during the hearing. Who else would like to speak?

Doris S. (Resident) 56:28

My name is [Doris S.]. I live at [XXXXX]. And I never do this. I mean, so I'm extremely nervous.

Aldersperson Katie Van Zeeland (District 5) 56:44

That's okay. So you heard some of the things that the folks had before you.

Doris S. (Resident) 56:48

Right.

Aldersperson Katie Van Zeeland (District 5) 56:48

Was there anything in particular, you...?

Doris S. (Resident) 56:50

And I don't necessarily really want to add any more?

Aldersperson Katie Van Zeeland (District 5) 56:52

Okay.

Doris S. (Resident) 56:52

I guess I just want my voice heard and put on record that I have the same concerns and I don't see a need for a sidewalk. I mean, I know what you presented. I know you have the complete plan, and it's all in place already so it doesn't really matter what we say or do but

Alderson Katie Van Zeeland (District 5) 57:10

Well, that's not really true. That's why we're here.

Doris S. (Resident) 57:15

You would—I would hope. But I kind of got the impression that that was all in the plans already, and this is the time to do it, and it doesn't make any difference what we say. So.

Alderson Katie Van Zeeland (District 5) 57:26

I think what you—what we wanted you to hear is that the policy is typical for the city that you would have a sidewalk there.

Doris S. (Resident) 57:33

Right. And I'm assuming you normally follow policy whenever possible, but—

Alderson Katie Van Zeeland (District 5) 57:38

The committee will discuss those things.

Doris S. (Resident) 57:41

Okay. So my concern also is, um basically just narrowing the street, um adding sidewalk, because I just don't feel like that's necessary.

Doris S. (Resident) 57:56

And um a husband and I walk all the time around there, and I know, it's probably in future plans to do the neighboring streets that adjoin that, so when we go walking down our street or go down Charles, or down the other side streets, there aren't any sidewalks there either. So basically, if we get sidewalk there, then we're going to the street and then we're to the corner, and then we're going down another side street, and then there's no sidewalks here. And I understand it's probably the plan for future plans that when those streets are redone, those are also going to get sidewalks. But right now, it just seems like it's unnecessary. And I'm thinking about—I mean, we're on a fixed income so we're gonna get the assessment next year for the sewer, then we're gonna get the assessment for the sidewalk. And it's just giving us more to do. It's giving us more to maintain and more to, to do to shovel. So it's to me, it's just like you're paying for the extra privilege of shoveling more.

Alderson Katie Van Zeeland (District 5) 57:56

Okay.

Alderson Katie Van Zeeland (District 5) 59:01

Oka.

Doris S. (Resident) 59:02

That's not needed, and, whatever, that's just how it feels to me.

Alderson Katie Van Zeeland (District 5) 59:07

Okay.

Doris S. (Resident) 59:07

Um, I don't like losing any more trees than normal because we're losing so many trees in the street in the city of Appleton already, but I understand some of them don't look that great on there. But anyway, that's always a concern of mine losing more shade trees. And also, I kind of don't understand the rationale in a way because a

few years back, it wasn't that long ago, that they put a fire hydrant in our yard. And from what I can tell from the houses that have existing sidewalk down the street from us, if you look where that's gonna go with, I'm assuming that's gonna line up.

Aldersperson Katie Van Zeeland (District 5) 59:49

So you're concerned that the sidewalk is to go where the hydrant is currently?

Doris S. (Resident) 59:54

Right.

Aldersperson Katie Van Zeeland (District 5) 59:55

Okay.

Doris S. (Resident) 59:55

And I'm like, it kind of doesn't make sense to me that they just put that in not that long ago and now put a sidewalk in and then have to move the fire hydrant or do whatever.

Aldersperson Katie Van Zeeland (District 5) 1:00:04

Okay.

Doris S. (Resident) 1:00:05

And of course, our pine tree at the end of our driveway would have to come out too I imagine, but so that's a concern. Um just the maintenance everything. I'm trying to think of everything. Pretty much what everybody else said.

Doris S. (Resident) 1:00:20

I'm not so sure that narrowing the street is uh the right thing to do also. I understand why you're why you're proposing it. And for speeders down there, because there are some people who go way too fast on that street. And everything. And cost-saving measures. I can understand that. But I guess I kind of have a question as well, if they do put sidewalk in, we're going to be assessed for it. But isn't there—I mean, I understand your point about, now's the time to redo the street so to put in the sidewalk at the same time would be cost saving measures, probably wouldn't cost as much doing it all at the same time. But if you didn't put that in when you redid the street, would that be a cost saving measure in some respects?

Aldersperson Katie Van Zeeland (District 5) 1:00:20

Okay.

Aldersperson Katie Van Zeeland (District 5) 1:01:14

Would there be—

Doris S. (Resident) 1:01:15

If the sidewalk wouldn't—

Aldersperson Katie Van Zeeland (District 5) 1:01:16

—you're asking if they did not put the sidewalk in with this project what would the cost savings be?

Doris S. (Resident) 1:01:22

Yeah, if—would there be any savings if they didn't put the sidewalk in? And I'm assuming a lot of the cost savings would be for narrowing the street as well so you wouldn't have to pave as much, but

Aldersperson Katie Van Zeeland (District 5) 1:01:33

Do we have—?

Director Danielle Block (Department Of Public Works) 1:01:34

If sidewalks were not placed, of course there would be a cost savings in the amount of that concrete. I don't have the cost of sidewalk handy, but of course, no sidewalks would be a reduction in total project cost.

Doris S. (Resident) 1:01:48

Okay. All right. Um, and I guess I'm not really understanding that calming effect of that narrowing or whatever, by Charles.

Aldersperson Katie Van Zeeland (District 5) 1:01:58

So I don't I don't want your questions to go unanswered. But we are supposed to start another meeting at 5:30. And I we can make sure that we get you answers to these questions specifically,

Doris S. (Resident) 1:02:10

No, that's all right. I just wanted my concerns heard. And basically, it's the same thing everybody else said. The semi traffic, the loss of trees, the narrowing the street, parking, everything else. So basically, I guess I feel the same way. I guess the main thing I don't want is sidewalk. I just I don't see any reason for it.

Aldersperson Katie Van Zeeland (District 5) 1:02:30

Okay. Okay, sounds good.

Doris S. (Resident) 1:02:32

Thank you.

Aldersperson Katie Van Zeeland (District 5) 1:02:33

And anybody else like to speak on this item? We typically don't allow people to speak twice. I let—

Kevin K. (Resident) 1:02:44

All these duplexes right over the tracks all park out in the street there, and you took their parking away in the alley behind them when you redid that. So they've—yeah, they parked in that street there because you took the parking away in the alley. So they got no choice there. You narrow that you—you're gonna take all their parking away and make them park on the other side of the street and then walk across the street and I don't see—

Aldersperson Katie Van Zeeland (District 5) 1:03:07

Okay. Thank you.

Kevin K. (Resident) 1:03:09

I just see that—I just see that being a problem.

Aldersperson Katie Van Zeeland (District 5) 1:03:13

Alder Hartzheim, did you have a question or concern?

Aldersperson Sheri Hartzheim (District 13) 1:03:18

Just a quick question for clarification, please. There's a difference in construction costs between 40 foot and 31 foot for Perkins Street. Does the cost at 31 feet listed here include the sidewalk cost?

Director Danielle Block (Department Of Public Works) 1:03:32

Yes.

Aldersperson Katie Van Zeeland (District 5) 1:03:32

Director Block? Yes? Okay.

Aldersperson Sheri Hartzheim (District 13) 1:03:34

Thank you.

Aldersperson Katie Van Zeeland (District 5) 1:03:35

Thank you. Is there anybody else who wishes to speak this evening? This is a public hearing. Is there anyone who wishes to speak? I have to say it one more time. This is a public hearing. Is there anyone who wishes to speak? All right, thank you. With that. I'll declare that public hearing closed.