

Item 24-1230: Design Hearing for future 2026 Paving Projects

Municipal Services Committee

Mon, Sep 23, 2024 4:30PM

Alderson Denise Fenton (District 6) 01:13

We have one public hearing today item 24-1230, the design hearing for future 2026, paving projects, Alexander Street (from Melrose Avenue to Glendale Avenue), Melrose Avenue (from Alexander Street to Ballard Road), Bell Avenue (Summit Street to Richmond Street), and Bellaire Court (Atlantic street to the cul de sac.) Okay, so I—we have a number of people here, and I know there's a sign-up sheet making its way around.

Alderson Denise Fenton (District 6) 01:42

So just a little guidelines for the public hearing. Anyone who wants to can speak at the public hearing. I'm going to announce that it's a public hearing three different times and ask if there's anybody who wants to speak. So, anybody who wants to speak, and we can separate it up by—can I get a show of by project? Alexander Street, who's here to speak on that? Okay, so we have a couple for Alexander Street. Melrose? Okay, a couple from Melrose. And Bell Avenue? Okay, quite a few from Bell Avenue. Oh, okay. I said Bell Avenue first. Okay, and then Bellaire Court. Okay, most everybody from Bellaire Court.

Alderson Denise Fenton (District 6) 02:33

So, since it's one public hearing. All right, you'll have the opportunity to speak. What this is not is a dialogue. So, if you have questions, then we may address those questions. We'll keep track of questions. We can address those when it comes. We don't have an action item on that, so what we'll do is we'll keep track of questions. We can have staff reach out to you for answers, but you'll have an opportunity to speak your piece, but will not be dialoguing back and forth between staff and members of the public and the committee. Okay, understood? Clear?

Alderson Denise Fenton (District 6) 03:11

Okay. All right, so this is a public hearing. Is there anyone who wishes to speak? All right, so let's say just come up as you—first person, come on up. And then, if you would, because we've got a mix, would you just talk about which design hearing you're speaking on, which street you're talking about, and give your name and address for the record, please, and let me get that microphone. Okay.

Ross B. (Resident) 03:43

Okay. My name is [Ross B.]. I live on [XXXXX] East Melrose, second house in from Ballard. And the questions I had, I stated for form I sent in was we would like to know why the street is being narrowed. The street is being narrowed. There's going to be only parking on one side. We'd like to know why that is. Nobody's told us anything yet about it.

Ross B. (Resident) 04:10

So, let's see. There's go—there's going to be—the streets going dug up, and I—we're retired, so we live there all the time, and there's a lot of parking on our street, and a couple of the houses that are on Ballard Road park on our street. So, there's so many cars parking on our street every night that I don't know how it can go to one side street parking. So that's a big concern of ours.

Alderson Denise Fenton (District 6) 04:50

Okay. All right.

Ross B. (Resident) 04:52

Okay.

Alderson Denise Fenton (District 6) 04:53

Thank you. Thank you. Okay, next, and maybe we'll just take it row by row. And again, state your name and address for the record.

Frank S. (Resident) 05:05

My name is [Frank S. at XX] Bellaire court. I have a couple questions. One, was there any discussion about considering electrical service to all the houses underground? Didn't hear anything about that. Like an answer on that at some point. And additionally, during construction, I'm handicapped disability. Don't know where parking would be available somewhere near my house, or I don't know how that's going to work. So, I would like some kind of information on where—how that'll be handled. Thank you.

Alderson Denise Fenton (District 6) 05:47

Thank you. Okay.

Tony M. (Resident) 05:49

I'm [Tony M. at XXXXX] Bell Avenue. I guess the number one question I have—there's three things I saw in here, but it hasn't all been stipulated—is the purpose of narrowing the road by three feet, is the actual purpose to save the trees? Is it for cost savings? Or is it about safety? Because that's very important. There's little kids. When you take a road, you're not actually narrowing up this road by putting it parking on one side of the street, you're making a racetrack. And little kids, when they're there and they run out you now, with a narrower road, have less time to react, number one. So, I think that should be considered is safety number one versus two trees, a potential life of a kid dying or somebody hitting them.

Tony M. (Resident) 06:53

The speed will increase on the road the wider gets, because it's now wider and you cannot park on both sides of the street, the speeds of cars will increase. We're all aware that College Avenue is a perfect example. It is now one lane. I believe that to be true the whole length. So, the reason for that is to slow the traffic down. We're not out to move a ton of traffic on Bell Avenue. It's not Richmond street or anything like that where you widen the road out and it goes faster to move traffic. That's not the issue here. So, I'm wondering how we came to the conclusion. What is the driving factor? Is it saving two trees? Is it cost savings on three feet of black top? Are we neglecting our children potentially getting killed? That's the issue. I would like to know the answer to. Okay?

Alderson Denise Fenton (District 6) 07:49

All right, thank you. Next.

Kevin M. (Resident) 07:55

My name is [Kevin M.]. I live at [XXXXX] North Richmond, corner of Richmond and Bell. I have a commercial property there. I talked to Jason Brown. Is he here? Yeah. Basically I—once I got this letter (and this is only a week or so ago) I just talked to a bunch of people in the city, police, fire and asked them what they thought about it. And I don't mind the narrowing of the street. I just am more concerned about the enforcement of the parking issues that have been an issue on that street for—

Alderson Denise Fenton (District 6) 08:29

Excuse me one second, sir.

Kevin M. (Resident) 08:30

Pardon?

Alderson Denise Fenton (District 6) 08:32

Could—excuse me one sec. Could we keep the side conversations to a minimum so that we—I'm talking to people behind you. Could we keep the side conversations to a minimum so that we can hear the speaker? Thank you.

Kevin M. (Resident) 08:42

And basically, the parking and the traffic have been an issue. All the commercial properties on Richmond Street have semi deliveries, and a lot of these semis do circles around the block onto Locus Avenue, and I have semi traffic on Bell Avenue. I think narrowing the street and putting no parking on one side will solve that, but also, I feel that if there's no real enforcement, you're going to have the same kind of safety issues you had—fire trucks getting blocked and the school bus being blocked by traffic, and the lack of having two true lanes to get through there.

Kevin M. (Resident) 09:26

Also, my second issue was a little more of a personal note. I've had some—I have family members that also have properties in the city that I've sat back and watched some of the construction that wasn't so good, also with this TDS just a year or so ago, and the handling of their project. On my street, everybody set back at least 10-20 feet, whereas I'm right out on the sidewalk, and the project was going on one sidewalk width from my property and was causing damage to my building, and I've also seen that with my other family members and their commercial properties. So, I just don't want to repeat. You know, I, you know I don't want to repeat of what—you know, I want the city to use the proper guarding and stuff so my building isn't splashed with debris like the TDS job was.

Kevin M. (Resident) 10:24

And I just came here to let you know that if the enforcement is there, then then this, you know, it's all right to narrow the street, but if you don't pay attention to what the traffic is actually doing there, you're going to come into the same problems you have now with the three—the three-foot wider street.

Kevin M. (Resident) 10:45

So, I know that you guys sat around and had a big session with all the, you know, the people that really matter in this job. So, I'm confident that you're, you know what you're doing. I heard that it's getting tapered and everything. And I just wanted to make those two points where if you don't enforce the traffic, you'll have a problem. Also in the construction, they've got to be careful up at the corner versus all the others houses are set back 50 feet, 20 feet, 10 feet, where I'm right out on the street. They'll be digging right on. Thank you.

Alderson Denise Fenton (District 6) 11:21

Thank you. All right, next.

Pat T. (Resident) 11:34

My name is [Pat T.], and I live at [XXXXX] Bell Avenue, and I have two major concerns. One is the financial impact it's going to have on the homeowners, and the second is the parking situation. I'm handicapped and can't walk long distances, and so I don't know how that would work or impact me how far I'd have to park away, if I'd even be able to walk it. So those are my major concerns. Thank you.

Alderson Denise Fenton (District 6) 12:11

Okay, thank you.

Marissa M. (Resident) 12:20

Hi, I'm [Marissa M.], and I live at [XX] Bellaire court in Appleton. I've never been here before. I'm so very nervous, and I didn't know what to expect. I have emailed with Jason a lot the last couple days or today, I guess, about this whole situation. You know, there's a potential of 23 trees coming down at Bellaire Court, and the whole draw of the neighborhood was the mature trees. And I understand a lot of them have to come down, but there's eight—or seven proximity trees that are in good health but will potentially be damaged. Yes, some of them are closer to the road, but some of them are set further back, like the Catalpa I mentioned. And I just would like everybody to reconsider, or this forester to reconsider, some of these trees to not—and to not have all of them at once. Like 17 trees without if you save the six narrow trees—if you narrow the road. That's huge for our streets, for our neighborhood. That's...

Marissa M. (Resident) 13:28

Okay. So, questions. Did you—I know you guys considered a one-way street in the past, but that was shut down. We were wondering why, and why can't you leave the proximity trees up until —maybe I already said this. I'm sorry, I'm nervous—like, until after the project, and if they are in decline, then remove them at that point? You're gonna have to remove them then or now or then. So why can't we wait and keep the trees that are healthy now?

Marissa M. (Resident) 14:02

And then I'm also with the handicap disabled people. We do have a lot of older people on the court, and it seems like, you know, it's gonna be a long way for people to walk and get around. I don't know. And then I was also wondering about our property taxes, because 17 trees gone, it's gonna be a huge hit to our neighborhood. Anyway, that's all.

Alderson Denise Fenton (District 6) 14:22

Thank you.

Michael H. (Bellaire Court Resident) 14:30

[Michael H. at XX] Bellaire court, a few quick things. My first thought is, if our roads are going to be less wide, why are trees coming down? If the road is going to be bigger, makes a whole lot of sense, but if they're getting smaller, trees can stay up, so concern as to why they have to come down. My second thought is, I think as Marissa made a comment about having it be a one-way street—one way in, one way out, and a different way out. I also had a question that I may need to go to the screen to show you. Is that possible?

Alderson Denise Fenton (District 6) 15:14

Okay, go ahead.

Alderson Vered Meltzer (District 2) 15:20

I'm gonna bring the mic to him.

Alderson Denise Fenton (District 6) 15:21

Yeah. The microphone, the microphone comes loose. Alder Meltzer is going to give you the mic.

Michael H. (Bellaire Court Resident) 15:27

So, my thought was, you come east on Atlantic, turn left here, back of Bellaire Court around and out. That could be a one way. The thought that I had was, I believe this is 66. This area here that is street could be grass. You'd come in, you'd go up, you go over. There's a house here, his driveway is accessible here. All the people on this all the people on this street, have the access over here, and it would kind of make people come in one way and go out another, instead of, if it's a one way, I guess there'd be signs up. But this way you would not really need any signs. You can't go this way. You got to go that way, up and over and out. That was just the thought I had.

Alderman Denise Fenton (District 6) 16:28

Thank you.

Michael H. (Bellaire Court Resident) 16:29

Thank you.

Alderman Denise Fenton (District 6) 16:42

Next.

Sandy S. (Resident) 16:50

Hi, I'm [Sandy S.]. I'm at [XXXXX] West Bell Avenue, and one of my—I have a couple concerns. One of them is the property value of our homes. How is that going to affect our value when, if you are going to sell or anything like that, if it's a narrowed by three feet and one side is parking, because we already have problems with parking on that street, and when you go into the neighborhood, if it's one-sided parking, it looks very congested.

Sandy S. (Resident) 17:19

Another problem that I'm having is by narrowing it, what about the snow removal? Because as of the—what it's saying, stating now the cars are going to be parked on my side of the street. On the other side, it's going to be no parking. And neighbors always park on the streets, which, you know, that's the neighborhood. But if a snow plow's coming through if it's snowing and that and they're parked there, my driveway is going to be affected by it, and it's going to not be plowed in front of me. We have that issue already with cars being parked on the streets. And there's—I mean, whether we get an inch or five inches, or whatever, we still have the issue of the snow removal on that street. And by limiting it to the—narrowing at the three feet less, but the one side is just, I think it's going to be a bigger problem with the neighborhood.

Sandy S. (Resident) 18:09

And we do also have vehicles on the neighborhood, not necessarily in my 900 block, but right up us that are on the streets 24 hours a day, and nothing is ever done with it. And that's an issue for us too, because that makes our neighborhood look awful as well, and with them being on street all the time, whether the city does anything about it or not, they're just going to keep parking along other p—other neighbors' front yard. So that's my two concerns of snow removal and the property values of our home where how they're going to affect us of the values.

Alderman Denise Fenton (District 6) 18:42

Thank you.

Sandy S. (Resident) 18:43

Thank you.

Alderson Denise Fenton (District 6) 18:46

Next.

Ann H. (Resident) 18:59

Hi, [Ann H. at XX] Bell court [I think she meant Bellaire Court]. My concerns are similar to what my neighbors have already expressed. I understand the reason for taking down trees that are diseased, but I don't understand why we would lose other trees, and it's a big appeal with our neighborhood is the number of mature trees we have. Especially if you're narrowing the street it's not clear to me why those trees—we have a tree right in front of our house that set to be taken down, and as far as I can see, it's not diseased.

Ann H. (Resident) 19:34

I also would appreciate more consideration of the idea of a one-way street. I agree that with our little court area, we have a very unique neighborhood. There's a lot of kids that play in the neighborhood, a lot of people walking dogs. I think a one-way street would just kind of slow everything down and prevent so much congestion on our court, especially when you do have people parking on both sides of the street. We also have a lot of delivery drivers that sometimes go too fast around the area, and perhaps having just one way in, one way out, would help alleviate that, and we wouldn't have to narrow the street or take as many trees down. Thank you.

Alderson Denise Fenton (District 6) 20:14

Thank you. Next. Did you want to speak in the front row? Can you come to the microphone and state your name and address?

Avent M. (Child of Resident) 20:25

My name is [Avent M.], and I live at [XX] Bellaire court. The problem is I don't really like so many trees being taken down and three feet is kind of a lot of road. Thank you.

Alderson Denise Fenton (District 6) 20:45

Thank you.

Michael H. (Bell Street Resident) 20:46

My name is [Michael H.]. I live in [XXXXX] West Bell. I have a couple of quick questions. Wondering—I got a lot of elderly people in my neighborhood, which I'm getting to be one. What are we going to do with our garbage and our recyclables? I live in the middle of the block. Do I have to haul them almost a full block so they can be picked up on the side street? The other one is, are we going to be guaranteed during the this project when the holes are dug, guaranteed we're going to have the same fire and police protection we currently have now? We just had a fire in my neighborhood. Thank you.

Alderson Denise Fenton (District 6) 21:35

All right. Thank you.

Michael D. (Resident) 21:52

Hello. I'm [Michael D.]. I live at [XX] Bellair court. I'd first like to echo the sentiments of my neighbors talking about narrowing of the streets of concerns with that, as well as taking out trees. That doesn't seem as though it's particularly necessary. In addition to that, the cul de sac at the end, it looks like that's going to be widening that area, which is good, because there are a lot of cars that turn around there. My concern is, if I'm interpreting the drawings correctly, there's a fire hydrant, 500 gallon per minute fire hydrant, that sits at the end of that cul de sac. And it looks like, by widening that you're going to keep it on the curb without moving it back. And I'm

worried about safety concerns, or potentially all those people coming around the cul de sac hitting that. So that's my concern.

Alderson Denise Fenton (District 6) 22:46

Thank you.

Michael D. (Resident) 22:47

Thank you.

Alderson Denise Fenton (District 6) 22:49

Anyone else? I have to say this three times. This is a public hearing. Is there anyone who wishes to speak?

Mel D. (Resident) 23:03

Hi. My name is [Mel D.]. I live at [XX] Bellaire court. I just came to just back my neighbors with everything that they've said. I can see how a one way would make sense. I definitely want to save as many trees as possible, and I'm concerned about the fire hydrant. I just wanted to kind of echo their information. Thank you.

Alderson Denise Fenton (District 6) 23:23

Thank you. This is a public hearing. Is there anyone who wishes to speak? Going once. All right, I declare that public—oh, come on. Under the wire.

Alderson Denise Fenton (District 6) 23:45

No. Can you speak—get to the microphone.

Sue (Resident) 23:47

This is Sue from [XX] Bellaire court. I was just wondering if we could get the report that was generated from the arborist about which trees were considered diseased and which weren't.

Alderson Denise Fenton (District 6) 23:59

All right. Thank you. Last call. All right, I declare that public hearing closed, and now I'm going to—I've—staff has been taking notes. I've got a couple of common threads. If someone from staff would like to—Mr. Brown, would you like to take some of the—something that—okay, so let's talk about tree. If you—thank you. I guess you would need a microphone. So, trees is a common concern. So, you want to speak generally about the decision when and where to take out a tree?

Jason Brown (Project Engineer) 24:45

Sure. So maybe it helps to kind of explain how we even get to the point of identifying the trees along a street project like these. And essentially what we do, myself and the city forester, as we have identified the streets that are going to be coming up in our five-year plan—when we start this process earlier this spring and sometimes even the fall before the city forester and I will drive the streets, each of these streets, and he will look at each tree and identify is it in poor condition? Is it an ash tree? Those two right there automatically would in—we would indicate that those trees would be removed, regardless of where they are, in relation to where the proposed design is going to be.

Jason Brown (Project Engineer) 25:34

So, we start with that. Then we look at the idea of, how close are the—how big are the trees? How big is the terrace? How close are they going to be? If we reconstruct the street at its current with, how will that affect the existing trees in the terrace? Because, basically, not to get into a bunch of detail, but essentially, in order to

reconstruct a street, as we're talking about tonight, we have to dig approximately one to one and a half feet behind the back of the existing curb, and then excavate down about two feet. So, if you can imagine a very large mature tree within even a couple of feet sometimes of the existing curb, the—just simply the process of removing the existing curb (not even if it goes back in the same spot, or if we narrow it) that does damage to the root system of the tree, especially the large trees that have substantial root systems. I'm not an arborist. I'm not forester, so I only I hear this when I when I'm with the city forester and we're driving around. So, he would—he's obviously the expert, and he would have to explain all of that in much more detail than I can, but generally that that's what we're looking at.

Jason Brown (Project Engineer) 26:48

And so, when we get to these projects, just from a standpoint of the trees is—that's what we're looking at is condition, poor condition—if they're dying or going to die soon, or whatever. They're going to remove those ash trees. And then the healthy trees, how would they be affected if we built the road at the existing width or even how they would be affected if we narrowed the if we narrow the road? And that's why a lot of times we li—we label these trees to be saved if we narrow. So, through this process, if we propose to narrow street and we identify whether it's five trees, 10 trees, eight trees, whatever it is, that we can save those trees by narrowing the street, that's kind of how we look at those.

Jason Brown (Project Engineer) 27:33

And we know that, you know, trees are valuable asset to the community, to neighborhoods. We understand that. We try to save as many trees as we possibly can. So, I don't know if you want to start to get into more specifics with each street, but in general, that's how we look at the trees and how we evaluate the trees in relation to a street project.

Alderson Denise Fenton (District 6) 27:54

Thank you. I did hear a question that that if the arborist report like by tree would be available? Is that something that could be made available to the same folks who got the survey?

Jason Brown (Project Engineer) 28:09

I'm sure we can do—so there's no report that's generated to be honest with you. I'm certain our city forester would be willing to go out and do the evaluation again and make notes on each tree. And that would be then the report. We don't necessarily do that. We're basically just have a map, and we're saying, "Okay, this tree is in poor condition. This trees and ash. This tree, we can save it, if we narrow the street," those sorts of things. So, we can, we can certainly put something together I'm confident with the city forester that could identify and evaluate the trees that we've identified on the streets and how he viewed them.

Alderson Denise Fenton (District 6) 28:51

Thank you. All right, the next question that seemed to come up, and pretty often, is arrangements for parking for people with limited mobility during the projects.

Jason Brown (Project Engineer) 29:05

Right. Yeah. So that's a tough one, unfortunately. So, the street projects, as you may know, we undertake them in a two year process. So, the first year—and with these four streets, they're all the same. They're identified as 2026 paving reconstructions. So, 2025, would be the underground works, water main, sanitary sewer, storm sewer. In the first year of construction, it's relatively easy I would—well, I don't know if easy is the word, but it's, it's relatively easy to get in and out of the project limits. It is under construction, but we're not tearing up the entire road. There might be trenches for water main or sanitary sewer. Typically, those trenches are filled in at night each night. So, driveways may be unavailable for a half a day or a few hours at some point, but we don't

even—in the in the first year of the projects, we don't send out parking permits for people to park on the side streets like we do in the paving portion of the project. So, in that first year, it's relatively straightforward to get in and out of your driveway, so hopefully elderly folks, mobility issues don't really crop up in that first year.

Jason Brown (Project Engineer) 29:08

The second year is more difficult, no doubt about it. With reconstructing a street, essentially, we are removing all of the pavement, the curb and gutter, digging down two feet, putting new gravel in. And so, there are times, unfortunately, in the process of that, that a street is just unavailable. However, we do send out with our surveyors, with it with the letters that we sent out at this point we do have a question on there about mobility, and if you think you might have some issues when the project comes. Likewise in 2026 these projects—we'll send letters out ahead of these projects that will say the same thing. If you have mobilities issues, please get a hold of us. Let us know. We'll let the contractor know, and the contractor can hopefully make as good of accommodations as they can to get people with mobility issues in and out of their driveway. It's not a guarantee. We can't do it 100% of the time. Most of the people along a project if they're able to walk and that's not an issue, we do give them parking permits and ask that they park on the side streets. But there are obviously a number of people who just can't walk those distances and those folks, we try to accommodate them as much as possible and work with them. I've been doing this for 16, 17 years, and I haven't had a project yet that we haven't figured it out. So, it's not always convenient. It's not always the easiest thing to get through, but we do we do the best we can to get people in and out during the project.

Aldersperson Denise Fenton (District 6) 32:01

And kind of related to that, can you just talk briefly about refuse pickup when the street's being reconstructed?

Jason Brown (Project Engineer) 32:10

Yeah, yeah. So unfortunately, again, as you might assume or be aware that when the road is closed, it's very difficult to get service vehicles up and down the street, and especially in the paving process, you just, you just cannot do it. So, what we ask for the residents is to roll the garbage canisters and the recycling canisters to the nearest side street is how we handle that.

Jason Brown (Project Engineer) 32:39

I'm looking at Bellaire Court as we all are right now, and there are some streets that are much more difficult to do that than others. This—these are conceptual drawings. Obviously, we're looking at proposing a design of some kind. When we actually get into the heavy-duty design detail and planning, we may have to get creative in a project and a street like Bellaire where it doesn't really have any side streets, and you have a dead end that's quite a ways. Imagine being in the cul de sac and having to lug your recycling and garbage down to Atlantic street. That's quite a task. So, we understand that that can be challenging, but that's essentially how we handle that. And then our collection folks just drive down the side street. They pick the cans, they leave them there, and the residents then would take them back. And again, it's not necessarily a convenient process, but it's the best that we can do.

Aldersperson Denise Fenton (District 6) 33:35

And I'm saving—oh, go ahead, Alder Meltzer.

Aldersperson Vered Meltzer (District 2) 33:37

Yeah. So directly to that, as we're looking at Bellaire. So, would a solution be something like maybe doing it in phases, so that there's an area that's not as far away that they could bring the carts to? Because another thing I'm thinking about is even if they could all bring their carts to Atlantic, there's not room for their carts plus the Atlantic carts. So just wanted to ask if chopping it up into little phases is...

Jason Brown (Project Engineer) 34:05

Absolutely. I mean, in fact, that's—without, like I said, without really getting into the details as of yet, just looking at it, I'm certain that's probably what we'll have to do, not only with the garbage and recycling, but parking during the paving. And I think someone asked that question, "Where are we going to park when, when, you know you're reconstructing the street?" So, you know, there's two legs here. We may do one leg and leave the other open and available. So that's maybe where they would roll the canisters to and park. Probably going to have to get creative, and it might be a little painful, but we'll try to figure out and that works the best for the residents.

Aldersperson Denise Fenton (District 6) 34:45

And I see Alder Hartzheim. Do you have your normal mic?

Aldersperson Sheri Hartzheim (District 13) 34:48

Yes. Thank you, Chair. With these questions in mind, can staff give us some idea generally, how long it takes once they start a reconstruction of the concrete and what—so, how long will it be before they'll have to not take their garbage cans, three or four blocks?

Aldersperson Denise Fenton (District 6) 35:07

Good. Good question. Having lived one street down from a reconstruction this season, I'm gonna ask it.

Jason Brown (Project Engineer) 35:13

Yeah, sure. So, as you might imagine, it varies. It depends on how long the street is, how wide the street is, what's involved in the in the project. All of the streets that we're talking about tonight, they're all proposed to be narrowed down to 26 feet, I believe, face to face. So, they're not, they're not big streets, they're not wide streets. We're not talking about turn lanes or bike lanes or anything like that. But just imagine being in Bellaire Court. It's very congested and tight, and getting equipment in there is a challenge.

Jason Brown (Project Engineer) 35:48

So, to answer the question, let's just kind of talk about Bellair Court. If this were to all go at the same time, we didn't break it up into segments, I would estimate that a street like this would take approximately four to six weeks total from time of—from the start of the project to completion. If we break it up into segments, we could be looking at extending it out another two to four weeks potentially. So, we could be looking at a potential of eight weeks. And that's—it is what it is.

Jason Brown (Project Engineer) 36:21

But, you know, Bell Avenue is a little bit longer of a project, you know, and I would see—but it's a more straightforward, traditional street, I guess, if we could call it that. So, you know, I would—if we didn't break this up, we probably would not look at breaking this up into segments. Bell—Bellaire is a very unique situation. You know, we'd look at, again, maybe a four-to-six-week process, and the same with Alexander and Melrose. So, and that's kind of what we try to—we try to indicate that to folks in the in the letter, and then our questionnaire talks about, you might be out of your driveway for four to six weeks, let us know if you have issues.

Aldersperson Denise Fenton (District 6) 37:03

And like I said, I'm leaving the big one for last. And I'd just like to you to generally talk about the Complete Streets and the reasons for narrowing streets when we reconstruct them, and going to one side parking.

Jason Brown (Project Engineer) 37:20
Sure.

Alderson Denise Fenton (District 6) 37:21
Just kind of in general.

Jason Brown (Project Engineer) 37:22

Yes. Yeah. I will keep it general. So yeah, as you are aware, the Complete Streets design guide was approved not that long ago, and is used by staff as a guidelines to help direct us in starting the process of a street project and designing, and how is it going to look based on what we're looking for in terms of traffic calming, safety, multimodal use, parking, all of those things are taken into to consideration. And so, these three streets all fall under the same general category. They're all local streets. We're not talking about collectors or arterials, of course, and within our Complete Streets guideline, they all fall under what we call that the designation. The specific designation is "residential, smart local," and that has been identified as a 26-foot-wide street from face occur to face occur with parking on one side.

Jason Brown (Project Engineer) 38:22

And what we look at is from a parking standpoint, we try to apply that to neighborhoods that we believe have average to below average parking needs. Now we—I think we heard some different comments tonight about what the parking needs are, and so that's something we maybe have to look into, but that's where we start with all of these streets. They all fall into that same category.

Jason Brown (Project Engineer) 38:47

In terms of, why are we narrowing the streets? So, the parking goes on one side because we are narrowing so that's—we can't have parking on both sides when we narrow it down to 26 feet. So, narrowing it, narrowing the street improves—it's a traffic calming implement. It improves safety. It is—there's studies that show that the speeds do slow down. It is environmentally a benefit. We're increasing green space in the terrace areas, so the pavement, the impervious areas, decrease and the pervious areas, the grass, increase. And I think someone mentioned about it's a cost savings. It—when we're building less pavement, we are saving money. So, in general, that's applies to all three of these streets. That's what we looked at.

Alderson Denise Fenton (District 6) 39:40

Thank you. So, can whoever wants to touch on briefly the next steps? This was the design hearing, so there wasn't really an action taken by council on here. So that could be you, Mr. Brown, but who wants to take this on, what the process would be in terms of, you know what happens next for the public?

Jason Brown (Project Engineer) 40:04

So, so we with the design hearing tonight, obviously we've heard a lot of feedback, presented information, answered questions. Then the next step would be two weeks would be the action items, voting on our proposal, and then would go to Common Council for final approval—the next council meeting after that, I think. So today is the 23rd; I don't know what the exact date of two weeks from now is. October 4, maybe? Something like that.

Alderson Denise Fenton (District 6) 40:33

Second maybe.

Jason Brown (Project Engineer) 40:33

And so, then October something—seventh—would be the council meeting.

Someone 40:40
October 7 is two weeks.

Jason Brown (Project Engineer) 40:41
Oh, October 7 and then Council meeting.

Alderson Brad Firkus (District 3) 40:45
16th

Alderson Denise Fenton (District 6) 40:48
Would be this—would be the first Wednesday after that. So, the 16th.

Jason Brown (Project Engineer) 40:52
So anyway, that's the process, right? And then once the Council approves whatever the present—presentation, the design proposal is that's what staff will move forward with in terms of developing more detailed designs. As I mentioned before, these are 2026, pavement designs. So those actual—the designs of the pavement, the detailed designs of it wouldn't actually be happening until sometime next year, middle to the end of next year. The utility work probably already is in progress of being designed right now for these projects next year, because we are looking to bid the underground work, potentially late December, later this year, so that work might have already started. So, I don't know if that's what you were looking for.

Alderson Denise Fenton (District 6) 41:41
I think that's what I was looking for. So, to let people—Alder Meltzer?

Alderson Vered Meltzer (District 2) 41:46
Yeah, I do have some more questions on this.

Alderson Denise Fenton (District 6) 41:49
Okay, okay, go ahead.

Alderson Vered Meltzer (District 2) 41:50
Yeah. And so, one of my questions is this concept of Bellaire and a one-way street. Is that something we can speak on right now?

Jason Brown (Project Engineer) 42:07
So that—I had gotten some feedback about a week or ago or so about that idea, and I—traffic engineer Lom is not here tonight. Normally he—or many times he is here, and he probably can speak on that better than I can, but I kind of posed that question with him about the idea of Bellaire Court and a one-way street, and he said it would certainly be something we'd be open to considering. He said, normally, if that's been brought up in the past—not necessarily this neighborhood, but other neighborhoods have been very, very much against that idea of a one-way street. Now this might be a better application. I don't know what neighborhoods may have not like that idea. I'm not really sure, but I guess from a staff standpoint, I'm probably not the best one to speak on that. Like I said, traffic engineer and Deputy Director Neuberger and Director Youngworth would maybe interject into that as well.

Alderson Vered Meltzer (District 2) 43:13
Thank you, and...

Alderson Denise Fenton (District 6) 43:14

Go ahead.

Alderson Vered Meltzer (District 2) 43:15

Chair.

Deputy Director Pete Neuberger (Public Works) 43:19

Yeah, if I could just add on to what, what Jason mentioned about the one way and potential impacts to design width on the street, one of the factors that's included in the design width in the Complete Streets Guide is incorporates fire code considerations. Fire Department has identified that they're looking for 20 feet clear, exclusive of parking lanes. So that's—so a parking lane is identified as allocating six feet within a within a street cross section. So, 20 feet of through plus six for parking lane on one side is how we get to 26 feet face of curb to face of curb. That's not going to—that that's not going to be reduced if the street is reduced to one way, because it's not being necessarily driven in this case by what two lanes of traffic need. It's driven by parking plus what fire wants to see.

Alderson Vered Meltzer (District 2) 44:23

Thank you. So, I just want to kind of clarify. So, we'll be having this come back in two weeks for action at committee. That is another opportunity for residents, for the public, to be able to speak. Then two weeks after that, when it goes to Council, that will also be another opportunity for residents to speak. I just really feel like putting this out here, because two of these are in my district. So, we have Alexander Street and Melrose, and we have Bellaire court. So, my email address is the word district and the numeral 2 @ appleton.org. So, if you have any questions that weren't answered tonight, if there are people who wanted to come to this meeting and still won't be able to come to the next one, I'd really like to hear from as many people as possible before this goes to the final vote at Council.

Alderson Denise Fenton (District 6) 45:17

And I would—the survey that people got had email information to get back to city staff as well. Correct?

Jason Brown (Project Engineer) 45:26

Yes.

Alderson Denise Fenton (District 6) 45:27

If you have a question that wasn't answered, it is absolute—the staff is there to help get you answers to those questions. And as Alder Meltzer said, the—this committee will meet again on October 7 with this item as an action item, rather than a public hearing, and then Council will be after that. I saw Alder Hartzheim's hand up too.

Alderson Vered Meltzer (District 2) 45:54

I just want to add one more thing, because it would be remiss—I don't want to just represent my constituents. For the other one that's in District 12. So that would be the word district numerals 1 2 @ appleton.org, if you want to reach out to the alderman for the Alexander Street and Melrose Avenue. Thank you.

Alderson Sheri Hartzheim (District 13) 46:15

Thank you, Chair. I just would like to quickly touch on the folks who are very concerned about emergency services during this period of time, because if there was an emergency issue. I think I know the answer, which is, it won't—nothing will stop a fire truck or police or ambulance from getting there, but if there was some other assurance from staff or something of that sort, I think that'd be helpful as well.

Aldersperson Denise Fenton (District 6) 46:40

All right, thank you for reminding me of that. So, you want to speak to that?

Jason Brown (Project Engineer) 46:44

Sure. I'll give it a shot. Yeah, and to echo the sentiment there, yes, they would—they will do whatever they need to do to get there emergency vehicles. Now, in terms of how that what that looks like in a construction process, I had mentioned earlier that even in the underground portion of the project, and then even the paving portion of the project, obviously, there are excavations, there's holes, there's trenches, there's, you know, the street falls off two feet into a subgrade. So, but what we see, for the most part, is by the end of the day, the contractors are either filling up trenches that go all the way across the street, so there's still a capability of getting across the street. If there's a an excavation that's off to the side, they might put a fence around it, but it doesn't impede an emergency vehicle from getting to where they need to go. In the paving realm, the next year, what we typically see from a contractor is they'll dig up two to 300 feet and then they'll gravel it right away. So, they'll—it's like a moving operation. So, they don't dig up half the street and then walk away for the night. So, they do maintain some sort of semblance of being able to get into the project limits with an emergency vehicle.

Aldersperson Denise Fenton (District 6) 48:03

Thank you. Anybody else on committee have anything? All right. Thank you all, and, again, this will appear as an action item on this committee's agenda, so same time, on October 7. And then we will, depending on the outcome there, we'll talk about when it would be before full council.