

11:59:51 Welcome. Thank you. i'll start letting people in yeah so i'm gonna hit record now, and then i'll let her in right.

12:01:58 We'll wait just a couple more minutes here. I think we clicked 10 participants over over the team here.

12:02:27 So That's that's good I think at that size towards the end, just for everybody's information we are recording when we get to the Q. and A.

12:02:38 Part will allow folks to eat. When they raise their hand we will be using the chat panel.

12:02:44 So questions come up we'll be going through the chat panel, and i'm taking no and trying to respond to the best.

12:02:53 Our ability is during the meeting, and we should have a Q. and A.

12:02:55 Post after the meeting, and this will be recorded like I mentioned for those participating, too, trying to.

12:03:04 Everybody, have a a good time and be kind to others, and I think, should be a good meeting.

12:03:14 So we're I think we'll start at 12 o 5 also the meeting will be available for closed captioning.

12:04:52 Steve. Okay, Well, are we all right? Okay? Well, I think we will go ahead and kick it off.

12:05:25 Thank you for those in attendance I soon interested in the project.

12:05:31 This is hopefully going to be informative. That is a very.

12:05:37 I know Staff and our consultant team are very pleased to provide work on this project and move forward with the improvements on Third Avenue.

12:05:44 2. Most of you are familiar with the fairly rural elements along it.

12:05:49 So with that, said we're gonna jump into the meeting It is recorded.

12:05:54 You can see that as meeting ground rules, please. be respectful and appropriate.

12:05:59 We, we should have plenty of time for Q and a

12:06:02 You are muted, so we will unmute you and you can raise your hand.

12:06:06 I don't think anybody called in but if you did cohen it's Star 9, and Star 6 are the 2 functions to you, and a new one called upon again.

12:06:18 The chat box. We are using the chat panel, so we intend to to try to answer some Q and A.

12:06:24 As we go. and then also, if we don't have the meeting answers will provide A. Q. and A.

12:06:29 And post it to the project website. I am after the presentation there will be a Q.

12:06:34 And a and a survey. so you are more than welcome to participate in that as well.

12:06:39 And with that said, I Think we're ready to to go into the team.

12:06:44 Introduction. So the city default did go through a request for proposal process, and we selected Kpg:

12:06:53 Now, Kpg Somas so they are in attendance with us I'm.

12:06:55 Steve Lenchesky, Public Works Director. We have some staff on hand.

12:07:01 Gavin, Harold Project manager, Sarah Roulin, in our office, and a new employee.

12:07:08 He is Ben Wrestler, another project manager. and then from our Kpg team we have Olivia Parashkiv, Grant, Ray Green, and Hope. so.

12:07:21 All of us are here to try to share the project here's some thoughts from folks we get to Q and A.

12:07:28 And then just let you know where we are on the early phases of this preliminary project design.

12:07:38 I'm handing it off to olivia now sure so just a quick introduction of our meeting agenda today, and what we'd like to accomplish talking about.

12:07:54 We'll be going over Overall project goals some background and timelines, design goals, elements a quick project overview, and the design layout options that we've come up with opportunities for improvement in and

12:08:11 we'll be going over the arborist report and presenting some traffic coming and place making elements, and Then, as Steve said, we'll have plenty of time for Q.

12:08:22 And a Q. and A at the end of the presentation.

12:08:27 And then we just have one last slide to give you what the next steps are, and i'll more opportunities to provide your feedback after this meeting.

12:08:35 Next slide and handing it back to Steve, is going to talk about just the the history of this project and how it came about.

12:08:46 Okay, So Third Avenue, as folks may know, is one of our few North South Connection roads in the city.

12:08:52 So Main Street bounds are most western edge, and we have Third Avenue, which does run from Cherry Valley Road to Big Rock, and then 200 and 70 Fifth is another loop through town.

12:09:04 Baton road bounds our eastern edge. so the city Dubo limits are shown on this map.

12:09:09 Big rock road to Cherry Valley Road is the city of Duval limits.

12:09:13 We do clan for transportation improvement projects over 20 year periods, and update those annually on a six-

year path, which is a little strange.

12:09:23 But those are how the rules work with the state of Washington.

12:09:28 As far as this project we do intend to construct full feature roadways, travel lanes, bike lanes, pedestrian shared spaces to intersections, improvements, and lighting have seen some preliminary

12:09:41 comments as we do surf the social media outlets.

12:09:44 So roundabout chicanes, traffic combing seems important.

12:09:48 Buses, lighting and again integrating cars that exists with the abundant amount of pedestrian and non, but not the multimodal element is important.

12:09:58 We intend to do some place making in my place, making means just a little improved area where we can have overviews, gathering spaces very similar to downtown on Main Street in the corner 140 Third

12:10:12 and trying to implement all of our plans so the City's comprehensive plan transportation improvement plan and parks plan integrate elements with pathways, bikes, and roads.

12:10:25 So the the roadmap, for this is somewhat laid out by long-range planning.

12:10:29 The city does, and this is one of the projects and one of our highest priority projects on our list.

12:10:35 Thank you, Steve. So again i'm olivia Perezkiff.

12:10:41 I I'm. the project manager with kpg somas.

12:10:46 We're a local design firm who specialized in roadway and public transportation projects. We've been fortunate enough to be working with city of the walls.

12:10:53 Public work staff for the doesn't years or so several fun projects, including the Sr.

12:11:00 2, 3 phase, one and 2. so we're glad to be here, working with the city again on the third af project.

12:11:06 This graphic shows a timeline of what we've done so far, and what's to come in the feature?

12:11:12 We began our work in September last year. During the fall we have completed a transportation study, and I should say all these reports are in draft format right now.

12:11:24 So the traffic study, analyze, existing and feature forecasted.

12:11:28 Traffic flows to ensure that the proposed roadway link configurations will accommodate feature, growth, and development in the area.

12:11:36 We also completed a filled survey and prepared a cat based map drawing.

12:11:42 You probably saw our surveyors out there during the fall, completing that.

12:11:46 So we have a base map right now that's being used for this preliminary design, and will be used up to final design.

12:11:53 We also had a licensed arborist complete an inventory of existing mature trees, and she's prepared a draft barbarist report which Korean will talk more about later. then moving on to winter.

12:12:08 2,021. We worked with the city to prepare to design options on scroll plots.

12:12:15 That will be going over today. We also have a subconsultant working with us geoenigneers, and they've prepared a critical areas.

12:12:22 Report which summarizes the environmentally sensitive areas found within the project limits.

12:12:28 They've also completed a draft geotech report, and are currently completing the hydraulic analysis and conceptual design.

12:12:35 For the Col. Clemens Creek Section Kpg: So Miss is also finalizing stormwater report that will summarize existing drainage basins and determine what the stormwater detention and water quality requirements will be for

12:12:51 each design option. so those last 2 reports will be completed in the next few weeks here, which brings us to today, which is our first community.

12:13:02 Open house, the purpose of today and the property owner meetings that have happened thus far as to present you the information and the design concepts, and receive your questions, feedbacks, and concerns.

12:13:14 Then next month we'll be compiling all that feedback and revising the design as appropriate, and then it may be presenting our findings to city council and other committees within the city to get consensus on what the

12:13:28 preferred option will be that will be carried through final design and construction.

12:13:34 Later this year and beyond next slide, please. So art design goals are to create a context-sensitive street design based on public feedback.

12:13:47 I mean, this is your neighborhood. You know it best. So during the Q. and A.

12:13:51 Would really like to hear any existing pages issues your experience out there, whether it be safety, concern, drainage, access issues, anything like that.

12:14:01 We also want to provide a continuous facility for multimodal use, meaning we want a facility for pedestrian and bicycle use.

12:14:11 Third. All Avenue already has some nice traffic, common characters, and we will aim to maintain and enhance those type of features.

12:14:22 Corridor is some really wonderful mature established trees and natural beauty. And that's definitely something that the submit city emphasized to us during the scoping process something that they want to preserve and as much  
12:14:32 as possible. So we'll be doing what we can to avoid impacts or mitigate those impacts with flexible design approaches.

12:14:40 And we also want to integrate place, making features like Steve mentioned at key locations, including Cold Clements Creek and at the intersections next slide.

12:14:50 Please. So the next slide summarizes the design elements.

12:14:55 Being considered most of which i've already mentioned on the last slide a couple things that haven't mentioned yet are properties restoration needs.

12:15:04 So we haven't gone beyond horizontal design layouts yet.

12:15:08 But when we proceed with a final design, we'll be looking at vertical grading, so with the widening of the road, we may need to remove replace retaining walls at the back of sidewalk especially north of Kennedy

12:15:21 the's a little bit more challenging topography There we'll be providing new concrete driveway entrances for each parcel matching to your driveways in kind there might be a need to restore

12:15:35 disturbed landscape areas or relocate mailboxes and fences and things of that sort that will be looking at typically the right away with the 60 feet.

12:15:45 There are some areas where it winds to 90 foot north and south of Kennedy Street.

12:15:51 So our aim with these layouts, was to keep improvements within existing right away, which is achievable for a great majority of the project. we'll also aim to imagine to any existing front and existing frontage of improvements that have already

12:16:07 been built, and those sidewalks given that they're in good condition, and Ada accessible. Another thing I want to point out on the Graphic on the left we haven't touched on is possibility of construction this project in

12:16:19 a couple of phases. so there's not full funding for the whole stretch of the improvements for construction.

12:16:26 So we'll be going after different state grants in the coming months.

12:16:31 And so just to be aware that the construction will be dependent on available funding at the time next slide.

12:16:42 So here is the project overview we're looking to improve third F.

12:16:46 From 100 and 40 Third to Stephen Street, as you know.

12:16:49 So North is pointing to the right and the aerial and for purposes of our presentation today will be referring to 3 distinct distinct roadway segments.

12:17:00 What we're calling South Segment Extends from 140 third to Kennedy Coldly segment runs from Kennedy to Park Avenue, and then the northern segment runs from Park to

12:17:10 Steven Street next slide, please. So, starting with a Southern segment, we realize that there are some intersection improvement opportunities which include installing many roundabouts at 100 and 40 Third, and 100 and 40 Fifth these 2 Cross

12:17:31 streets have higher traffic volumes. compared to other side streets, and that they're really ideal locations for this type of intersection control.

12:17:42 So to orient you. The photo simulation is of 140 third looking south, so we will be matching into the newly constructed curb returns on the south side.

12:17:52 There, there's a site skew to the intersection but we were able to fit more of an oblong shaped ground about within the right of way there.

12:18:01 So this type of intersection treatment helps with traffic flowing more efficiently like compared to 4 way stop control.

12:18:09 It also helps with traffic coming. These are designed for a 15 mile hour.

12:18:14 Travel Typical vehicles would be able to maneuver this quite easily.

12:18:18 But we are planning to use mountable aprints because third have is sometimes used as detour route for trucks when there's street work on 203.

12:18:30 So. so this would accommodate those larger vehicles as well.

12:18:33 We also have an opportunity to incorporate some decorative pavements or other artistic treatment within the roundabout next slide.

12:18:44 Please. So, moving a little bit north from that location still within the Southern segment, though this photo simulation is looking northbound.

12:18:57 Approaching Kennedy drive there's an existing chicane in the road, which is that it's smooth, smooth curve in

there, and that's a great traffic coming measure.

12:19:08 That we want to maintain. This graphic also shows what our typical roadway section is, and what we want to achieve with this project, which is 2 through lanes, 5 foot by lanes, carbon gutter 5 foot planners,

12:19:22 and 6 foot sidewalks will be installing elimination and street trees throughout the corridor.

12:19:30 This picture alludes also to the flexible design options we're looking at.

12:19:34 I mentioned before. So typically we'd show this sidewalk right next to planner strips.

12:19:39 But in this case, at this location on the right side there's an existing mature tree that we want to preserve and protect, or our plan is to jog a sidewalk behind that large tree to minimize

12:19:53 impacts, and we're able to do that at this location, because this is where the right of way widens to about 90 feet.

12:20:00 Next page, please, so that covers the Southern segment in general.

12:20:07 With the 2 options we came up with the southern segment is exactly the same. We found that the layout really in this area was the best use given, the you know, existing parameters.

12:20:20 We're working with, and it achieves the goal of providing a safe and continuous facility for all modes of travel moving into the coal.

12:20:28 Clements and Northern segments, though we're dealing with different existing conditions in topography.

12:20:33 So we came up with 2 different roadway cross-sections that Corine will be discussing now.

12:20:40 Thanks, Olivia. yeah. So as Lydia mentioned, moving north of Kennedy the conditions change in terms of right of way width and topography.

12:20:53 And so we have 2 different options for how to achieve, to still achieve the goals of the project within.

12:21:04 Within those constraints. So So looking first at the Co.

12:21:09 Clement section. So from Kennedy to Park option one, so both of these are cut across the roadway as if you were looking north.

12:21:20 So if you can picture that just kind of slicing a segment through here and looking north.

12:21:27 Option, one would install a five-foot bike lane in the northbound direction and do a shared traveling or cheryl in the southbound direction, along with a six-foot

12:21:41 sidewalk adjacent to the bike lane.

12:21:45 This is a bit narrower section, due to the the width.

12:21:48 Can constraints going across the creek there with the with the culvert, and you know, not having not having the room to do a bike lane on both sides.

12:22:02 The the northbound direction was selected both for reasons related to topography, and also just due to the prevailing traffic conditions.

12:22:14 So you know, in the mornings, if kids or families were heading to school, it would provide a dedicated, dedicated facility during the morning commute, and in the afternoon, you know, they would be coming home earlier or you

12:22:31 know earlier than like a rush hour traffic. So this was the the selected option for the By claim option.

12:22:42 2 would actually take the byte plane off the off the road and do a shared use path on the east side.

12:22:48 So this would be the for travel in both directions for both bicycles and pedestrians.

12:22:56 You know, advantages and disadvantages between these options can keeping bicycleists on bicyclists on the roadway, makes it a bit easier to integrate into other existing on street bike facilities at either end

12:23:12 or at cross streets. but it does wide in this curb to curb width here, which, for the purposes of traffic, combing that visual narrowing of the street, helps a lot with with keeping with keeping speeds

12:23:26 down with the shared use path option. You do have this this planted buffer that provides a measure of, you know, buffering from the roadway for bicyclists and pedestrians, and also, you

12:23:41 know if if we can fit in street trees things like that also can visually narrow the roadway for that traffic combing effect.

12:23:49 And you can kind of see up here what we're talking about Standard Bike Lane and option, one and a shared use path similar to what is shown here, and option 2, and then moving north of Park once we get past the

12:24:07 creek crossings the option. one would add a a buffer similar to what were shown in the shared use path option.

12:24:18 And again, that just provides a measure of of buffering for pedestrians.

12:24:23 From the roadway that still would have a five-foot biplane in the northbound direction, and a shared lane for southbound, and then option 2 again.

12:24:36 The little bit of extra width allows us to w now and and put a a bit bigger shoulder on the shared East Pass, so to provide a little bit more a generous width through that.

12:24:50 Section there. So as we're as we're talking about roadway wits.

12:24:55 Yeah, I think a fairly common concern is all of the existing mature trees along the corridor which give it.

12:25:02 It's really beautiful beautiful character. So you know one of the main goals of this project is to integrate these roadway improvements in and amongst this young tree canopy.

12:25:15 And so to that, and we had an arborist.

12:25:18 Take. look at the existing mature trees, to determine which trees may be affected by the proposed improvements in each alternative.

12:25:26 As Olivia, mentioned you know we've looked at in certain cases where a sidewalk could be routed behind a very significant tree.

12:25:37 Things like that. we're also taking into account the the health of the trees, so that we can plan for the ar trees that we have, that there's concerns about in terms of their stability or or health, then we can make

12:25:52 plans for either removing those or addressing that as part of construction.

12:25:58 And then also, you know where there are new front edge improvements.

12:26:03 We would be looking to maintain those. so no no decisions have been made about individual trees at this point.

12:26:11 It's just been so far an information gathering exercise so that that planning for tree impacts is basically incorporated at the very ground level of design.

12:26:24 Okay. So going on to just examples of what we took what we're talking about when we talk about traffic calming.

12:26:33 Olivia mentioned the existing chicane, or bend the in the road.

12:26:39 The the proposed designs would maintain that for the purposes of helping to slow vehicles and keep that kind of slow rural feel.

12:26:50 The many roundabouts that are proposed also help to slow traffic, and ensure that you know one direction doesn't have this really quick through priority.

12:27:02 There are a few places where there's on street parking and landscape ballabouts also helped to narrow the the roadway down at those locations narrow the pedestrian crossing distance and again just

12:27:14 visually visually narrowing the roadway, and then we keep saying this word narrow.

12:27:21 But you know all. All the proposed alternatives would keep the keep, the narrow travel lanes. that again discourage higher.

12:27:28 You vehicle speeds And then, lastly, you know, last consideration is place making. What does this all look like?

12:27:37 How do we ensure that when we're done this feels like a good fit for the neighborhood Looks like you know.

12:27:43 Perhaps it's always been there and there's a few different opportunities.

12:27:47 We have for incorporating these these kind of elements.

12:27:52 So at the Co. Clemens creek crossing there's an opportunity to perhaps do a small overlook with, you know, benches, maybe retaining wall, low low railings.

12:28:06 Things like this, just to offer a little bit of respite along the corridor.

12:28:11 A nice place to to enjoy the creek. you can see.

12:28:16 And here, you know, there may be other opportunities for, or necessities for retaining walls along the corridor.

12:28:23 Or other locations where railings might be required, you know, sidewalk, and especially at intersections and corners, where we may want to provide a bit more generous pavement space, for say kids waiting for a bus or things

12:28:37 like that, you know there's opportunities to do some some decorative elements in the in the sidewalk roadway illumination, you know there's there's opportunities to incorporate a bit of neighborhood

12:28:49 character into into the luminar design of the roundabout, as was mentioned, would be kind of a multiple pavement.

12:29:00 But that doesn't mean We Can't make it fun this is, you know, obviously not an example from Duval, but just shows what what is possible actually to do in pavement.

12:29:10 You can do all kinds of fun things. Then, as I mentioned before, you know railings again, just trying to trying to pick up some good neighborhood character and express that through design.

12:29:26 So with that, I think we are going to open it up to questions.

12:29:31 If you want to raise your hand or do we want to maybe start there's a few questions I see coming in in the chat.

12:29:38 We can start with trying to answer some of the questions in the chat, and then open it up.

12:29:44 If you want to raise their hands and we'll unmute you and have a good discussion. Great!

12:29:48 I've got one question in the chat which is whether the shared use path is intended to accommodate 2 way bike traffic or southbound bike lanes be painted as well yeah that's a great

12:30:01 question, and they go back to that. So the shared use path would be 2 way.

12:30:06 It would not, however, preclude someone who's a you know company cyclist from the still using the roadway.

12:30:15 If they feel, you know they want someone wants to go fast.

12:30:18 The road would be the more appropriate option and it's still gonna be a, you know, a calm neighborhood environment, not an arterial environment.

12:30:26 But yes, the this is intended to be 2 way for bicycles and pedestrians.

12:30:32 Thanks Green, and then Any plans for science speed Indicator.

12:30:36 A radar sign, for instance, these seem to mitigate most speed issues.

12:30:43 Yeah, we're very early and not in formal design So those comments are welcomed and we do agree that they are a good way to help drivers understand what what and how they are traveling.

12:30:55 So. We're, or who are not opposed maybe move on to the to Christopher Cole, who is hand raised.

12:31:08 Yes, so from you mentioned that it's the kept 3 almost blocks south, Middle North, and you mentioned not all the funding.

12:31:20 Will you do like it in stages, or will it be like?

12:31:24 Get all the funding and then get all do it all at once.

12:31:27 Type for construction. Yeah, I would say that that's a great question. It's our intent originally here to fulfill the design for the entire corridor and work on funding as as much as we can as as much upfront as

12:31:46 we can. so it just takes a little time and a little luck with some granting agencies.

12:31:53 Not a great answer. Sorry, but we're hopeful I am just to be honest with you.

12:31:56 Very psyched about seeing this. So i've lived here for 25 years, and seeing that is a challenge with the traffic and pedestrian.

12:32:07 So yeah, i'm like yay and certainly the southern section would currently take priority, since it has pedestrian amenities.

12:32:14 At least there's sidewalk in some space in the northern section, right on the one side. so I think that would try to be the balance on how we migrate from South north.

12:32:25 Got it. Thank you. Okay, in question. We had a question street between Miller and 100 and 40 Fifth straightening and feel free to elaborate.

12:32:43 If you if ask that question. Okay, my question sorry if I'm in Nova Scotia.

12:32:54 We live between Miller and commis and and i'm Assuming that whole section is going to get straightened out.

12:33:05 See Sandy. Yes, right now our we wanted to fit within the right of way there. and to really provide all the facilities we're talking about, we you we will likely need to straighten out that that section there I have no problem.

12:33:23 I am fine. There is a 30 footies but right along the side of our property, and I'm assuming that's just you know.

12:33:30 Get moved away. Unfortunately, the trees that are there probably or not in a spot where you can save them.

12:33:37 Yeah, that's very likely. Yes, we were out there looking the other day i'm, i'm thinking of my landscaping.

12:33:49 I know it's silly But you know everybody's got their their hobby, timeline are we thinking a year or 2 out when this is actually going to happen Yeah, I would certainly say our contract now is to do the

12:34:05 preliminary work, all the survey and data collection we need, and then come forward with the preliminary and preferred alternative.

12:34:14 And then, once you get to that point you would then go into production mode for your plans, specs, and your engineering work, we're going through the primary phase of that.

12:34:23 So once we get through that primary phase, if we decide, and council supports moving forward with full design.

12:34:31 That would probably take the better part of 8 to 12 months to the facilitate full paperwork in permitting, and then you would go to construction, and we think, depending on when you would bid the job and start construction it's probably

12:34:42 a 12 to 18 month. start to finish. Okay, lots of time.

12:34:48 Okay, thanks, guys, but just to elaborate a little bit on the concerns about landscaping as a there's probably 5 landscape architects on this call.

12:35:00 So we we hear you with those concerns, and that will be part of the design processes, making sure that any impacts to

12:35:11 You know, existing private landscapes are are known ahead of time, and we make provisions for for restoration, or for you know if there's special plants that you want to move out of the way.

12:35:25 You you know, so that that there's the opportunity is available? So we had a question which option does the design team prefer, and why?

12:35:35 Or is it too early to say I can take a step at that?

12:35:39 I have a preference which is option, 2 with a shared use trail from an engineering standpoint.

12:35:45 So with this project we are creating new, impervious surfaces.

12:35:52 And so, if we put the bike lane within the travel lane that would be considered pollution generating if we move it off of the roadway and put it in the shared use path that is still impervious, surface but it's not

12:36:05 pollution generating. So from that sense in the engineering sense that's why I prefer the shared use path option.

12:36:16 Okay, how about you corridor of a different opinion that's from the engineering side? What about the urban designer side?

12:36:26 Well, I do think that they both have have pluses and minuses like I mentioned.

12:36:30 Let me just pop down to that. So you know, operationally for bicyclists that are strong and confident.

12:36:40 Staying in the roadway, you know, might be might be a preferable option just for getting, you know.

12:36:47 You can continue south or North However, from a you know neighborhood.

12:36:54 Let's make this comfortable for you know users of all ages and abilities.

12:36:58 The shared use path certainly is going to be more comfortable.

12:37:02 It does provide that additional kind of narrowed feeling to the road with for traffic combing.

12:37:10 And also you know, just to keep that keep that existing character with the with the caveat, that where this transitions back into the Southern segment, where we showed by clans on both sides, that it will involve creating a good safe

12:37:28 crossing at that location for people specifically heading southbound to get back into the correct side of the road.

12:37:36 So so I don't I don't have a strong yay, or nay, on either one.

12:37:43 But they definitely have, you know, pluses and minuses to consider.

12:37:48 So we're we're eager to hear what what does it of you will be using it.

12:37:52 Think. and Chris was a stand up there. Yeah, thank you. and thank you all for presenting this today. We really appreciate it. Appreciate you reaching out to us.

12:38:04 I have a couple of questions. First, I will say I agree with all the comments option 2, especially if someone who lives on third is really really preferred.

12:38:12 And I think really protects. you know children who are one of the major users of this space.

12:38:18 One question for you. Have you considered in the design? one of the areas that is worth improving?

12:38:24 Is crossing over third, especially kids getting to Taylor Park.

12:38:30 So something like a lighted crosswalk pedestrian crosswalk, or something like that, to facilitate, you know.

12:38:37 Safe safe crossing to the park, especially as we put in hopefully.

12:38:41 This shared use trail on the north side. Yeah.

12:38:45 In Chris some of the consultant team, so on the corner of Park, which is one block south of Dorothy. There is Taylor Park in the woods there, and it has a playground, and some trails so that's kind of the

12:38:59 area. it's a tough area because we we likely won't have sidewalk.

12:39:05 The creek section right on the west side. if we go that they the preferred alternative to so we'd have to look at some kind of crossing right in that area. like you're mentioning Yeah, Yeah, exactly if

12:39:15 there's just like a light a button that you could press that would at least flash the lights, so they could, you know, cross there, I think that would be a great thing and we'd prefer those at the intersection of Kennedy

12:39:24 and make you know people go back that half a block but with nothing else on the other side.

12:39:28 It's gonna be tough. So that that will be a pretty detail oriented review in that area once we get to the that level.

12:39:36 That's a good good comment to bring forward on the park on the west side.

12:39:40 Thanks. I guess Another question, too, is with these improvements.

12:39:45 Has there been discussion of bearing all the power lines that are Chris crossing above above.

12:39:50 Third, when we do this work. Yeah, that is the standard so that's the Yes, I believe so.

12:39:57 That was, I think, most of the overhead lines that run parallel on third is north of Kennedy. i'm not mistaken.

12:40:06 On the on the west side. So we are looking into that south of Kent south of Kennedy.

12:40:11 I think it's just cross streets which is not too difficult as well.

12:40:18 But I believe the plan is to underground where we encounter them.

12:40:24 Yeah. fantastic. I guess my one last question there's all that others ask

12:40:33 You know you had presented some of the different traffic calming implementations that you could put into place.

12:40:39 And these these plants, How close are these to final in terms of?

12:40:43 Are we still considering, like? I know, that especially the Northern Segment and Co.

12:40:49 Clements have chicane element. they'll have you know a narrower lane, especially if you go with option. 2.

12:40:54 Is there still discussion of adding roundabouts in this area, too?

12:40:58 Or is this pretty close to what we're looking at as far as the roundabout locations?

12:41:07 I believe the city prefers them versus four-way stops.

12:41:12 So the 2 locations that are really ideal for that, and we can work with the right away from a majority of the majority is 140, third and 140 fifth, because they do have a little bit higher traffic

12:41:26 volumes, if it's just a residential street like Third Circle, or I'm not sure what the other ones are Miller Street.

12:41:37 Even they don't have have as much traffic volume and so those will remain.

12:41:45 Just stop controlled through the the minor side streets.

12:41:50 Fantastic. all right, Thank you so much. I look forward to that on 1 40 fifth.

12:41:53 I think that's a really needed place okay i'm gonna get to the people's hands up soon.

12:41:59 But i'm gonna throw in another one from the chat which is the So There's sidewalks in the Southern segment that are all broken up because of the tree roots. Will these be fixed.

12:42:08 It is impossible to get a will thick chair through there currently yeah that's correct.

12:42:14 If it does not meet ada accessibility, guidelines those panels or sections of sidewalk will be replaced, and we'll be checking all the carb ramps as well to see if they're they

12:42:25 still meet the current guidelines, because I know some of them were built a few years back. so we'll be doing that in analysis, during design.

12:42:34 Yeah. and Olivia, I think the one question to to piggyback on that.

12:42:38 Some of the walkways in the southern section are in an asphalt blade pathway, so those are not.

12:42:47 Yes, those are I agree. they're root intruded in all over the place.

12:42:50 Those come out, and the intent is all curve together and concrete sidewalks to go back.

12:42:57 And then will any of the existing retaining walls be touched in the northern segment?

12:43:01 Or will those be left as is there is a need to reconstruct the rockery on the east side north of Kennedy.

12:43:12 Because of the widening we need to do there. I believe the new walkway and rockery was built as part as the as part of the water project that the city completed.

12:43:23 A few years back. but the sidewalk there is like 4 or 5 foot wide, and standard is really 5 5 feet.

12:43:33 Our soldier 6 feet, and so we need to replace the sidewalks there anyway, and do a little widening towards the east.

12:43:38 So those rockeries will be removed and replaced. great.

12:43:45 Thank you, Jim. Do you want to ask your questions Yes, mind in regards to lighting One thing that I noticed that's that's pretty atrocious in the big rock development.

12:43:59 Is it's really overlit and you really lose any any ambient comments that you would have in this neighborhood setting, especially for the road.

12:44:07 With all this traffic. What is the plan for lighting?

12:44:12 And that a discussion we can have or is that kind of set to code. I'm like I don't want to.

12:44:23 I don't want to see too many lights Yeah, my big rock is just like a light.

12:44:27 Every 30 feet and it's just so overkill absolutely that's a great concern, especially considering this is more of a residential area.

12:44:35 But that is one of the things that will be performing as a lighting analysis during design, and to make sure that you know the amount of light is is appropriate for the step of porter, and i'm not sure

12:44:50 Steve, if you want to add anything to that. But we did hear of concerns about over lighting of the big rock development.

12:44:59 Yeah, Jim, that may have been a exact conversation that has occurred.

12:45:02 So, and and also the the tone of the the hue of the light to the right. that is like it looks like a parking lot and kind of lose that nice feeling.

12:45:12 The other question I had was regarding the arborist.

12:45:16 And is Is this your arbor? Is this an independent arborist who who comes up with what should be taken down because the last 2 developments have gone on?

12:45:26 I live on Miller, and they have just ripped so many trees out, and I guess an arborist looked at it and said they had to come out.

12:45:34 But is there any way to to have a You know more than 1 point of failure?

12:45:40 If these trees don't have to come out one of the one of the great things about living in do wall is the trees the

greenery, and I don't want to lose that for progress.

12:45:50 So. So yeah, I can. I can speak to that a little bit.

12:45:57 So the the arborist was part of, or as part of the consultant team.

12:46:04 However, I guess the you know. it differs from a developer in the sense that this the city is coming at this from a desire to keep the trees to the extent feasible, whereas a developer probably has a pretty good incentive

12:46:17 to want to take them out for the ease of their construction.

12:46:21 So you know, can't guarantee that we can save every tree on the corridor.

12:46:27 But we are looking at it from a Can we save this tree?

12:46:31 Not. can we get rid of this tree perspective? And you know other than trees that are directly in the path of of construction.

12:46:41 I would say the the biggest factor and determining whether it's has to be removed is the you know the amount of root loss that might result.

12:46:52 So if we're significantly cutting into the root mass, then we really have to look at you, know, are we affecting the long-term stability of that tree from a safety perspective that it might fall onto the road or onto

12:47:03 somebody's house Things like that. so we're looking at that and also looking at ways we can. You know if there is a there is a submitimentary that we are impacting is our way.

12:47:12 We can lessen that impact through different construction techniques, things like that.

12:47:18 So we definitely hear that concern and we don't we don't want this project to leave a huge treeless scarred down third.

12:47:28 So. yeah, I would have hope not. That would just be awful.

12:47:32 Yeah, and not progressive. And Jim on that note some of the stuff you see going on development.

12:47:39 Wise. I know it's hard to understand that it is happening now, but some of it was permitted many years ago in the tree, quite as it I've only been here for about 3 years, and just one of the most lovely

12:47:51 aspects of the town is the greenery and the green belt, and to see more of it in the last 3 years. just get totally ripped up like that spot between.

12:47:59 I think it's a 140 fifth and and the new development.

12:48:02 They just took out everything. and it was just it was saddened to see that much rape of the land for progress.

12:48:10 Well, yeah, but someone might call progress. The point I was making is the Tree Code has been updated because again, some of the stuff that is, there is much older in its paperwork and processing.

12:48:20 So so that the City Tree code is is fairly and very strict. and you don't get to see that yet, because things that you see coming out of the ground today are 5 years in planning.

12:48:34 So. But yes, we hear you, and we understand, because the sentiment of council is roughly the same.

12:48:38 So great. Thank you for your time for all this this is great John, who has their hand up.

12:48:53 Don you're on mute I believe can you hear me now.

12:49:00 Yes, great background. Yeah, yeah. trying to snooze Y'all So okay, I've already had a conversation with Gavin.

12:49:10 And Stephen before, and i'm not going to go into that too much until he gets back to me with his conversations with you All but the 1 point I want to bring up is a question I should say is concerning

12:49:23 just due south of Miller Street right on the corner of Miller in Third Avenue, where the road seems to Jacqui from the south or from the north Park to the south part.

12:49:39 And It's You're not utilizing the Sidewalk area land that is on the north further most north part of Third Avenue and Miller Stream.

12:49:52 It shows if you look up here in this corner up here, I Guess you I don't know if you can see it. but so the road is going straight, and then you Jockey the road at Miller Street over I don't know how

12:50:05 many feet it is but you're not using any party of that existing sidewalk property, and i'm kind of curious what the reasoning is for that just looking at my scroll map here.

12:50:19 It looks like the width of it is not 6 quite 6 feet and the city will like to upgrade

12:50:32 Those sidewalks understand that but you're not using all of the sidewalk that's what I'm concerned about is you're not using the existing the existing land that is being used for a

12:50:43 sidewalk Instead, you've moved it over across the street to taking that ladies driveway basically away from her.

12:50:53 And I don't understand the point of jockeying right in the middle of Miller Street, over away from that sidewalk.

12:50:59 I see what you're saying very good point That's definitely something that we can massage, because it looks like we do have a little bit more right-of-way on the West side. There, That's a great point Don we'll take a

12:51:11 look at that, Thank you, and to be clear to you on Dawn's behalf in the field when we met, and again and on.

12:51:18 You know, the plan is very preliminary, as far as what.  
12:51:22 But if you know that but I think dawn's point which was great in the field, is hey?  
12:51:27 The impact to the kind of the west edge is already at the western edge of improvement.  
12:51:30 Right, you know, the more we can use that and facilitate.  
12:51:35 You know, traffic calming, and you know whatever we need to do is was his was a good point, because Yeah, the good news is that's a flat section done, and you're not in the steeper section up north where every  
12:51:44 entry goes left or right makes the driveway steeper either way.  
12:51:48 So yeah, there's lots to consider. but thank you yeah yeah I just wanted to clarify that of why it was moved. It's kind of jockeyed a little bit.  
12:51:57 So use existing land where it is and hoping you'll get back to me, Steve, and on one of the other things we've talked about.  
12:52:11 Yep. sorry for my picture, Sean. Did you want to answer your question?  
12:52:18 Ask your question. Well, yes, yes, it did good to see you all, hey?  
12:52:22 A quick thing I mean I love it. I love option. Number 2.  
12:52:23 I like loading those improvements, and that shared use path as much as possible, even if that can be extended further to the south.  
12:52:30 I think those shared use Paths are far more useful than 2 smaller segments.  
12:52:35 In my opinion, the other little bit, just to consider is that doing all this work, and coming so far on this particular corridor, but not extending down 140 fifth to make that final sidewalk connection and add that little  
12:52:47 piece of connectivity, I think, would be not the optimum, and so I would encourage any any kind of looking at.  
12:52:55 Heading along 1 40 fifth, so that you can make that pedestrian corridor from Main Street all the way up through town.  
12:53:02 I think that'd be an opportunity that could be taken right here So that's my.  
12:53:07 Those are my 2 cents on that bit we'll take that 2 cents Mr.  
12:53:12 Tozer, and that was not a planted question for those who may or may not know.  
12:53:16 Sean was a project manager with the city of for a very long time.  
12:53:19 But for the record that was not a staff member looking at Stoke Creep.  
12:53:24 So I can make all sorts of requests. Now, right?  
12:53:29 Thank you, Sean: Yeah, we've got a couple people wondering if they can request one-on-one meetings.  
12:53:39 Yeah, absolutely. should they just use your email Steven at the end of this presentation?  
12:53:47 Yeah, for tracking purposes. I believe it's the transportation at Duval, W. A. dot G. of E.  
12:53:52 Okay, Okay, that might be all the questions we've got for the moment of 2 new messages, all right.  
12:54:34 Well, I I think that's that's a wrap and I think we were up to.  
12:54:40 I don't know how many were Non staff that we have 22 participants listed.  
12:54:47 So, Corine, would you mind going to the last page with the next steps and the survey?  
12:54:56 There you go. So just to wrap this up comment if you have further comments that Weren't captured here, we do have sorry online survey available here.  
12:55:12 You can just directly scan this cure code to get to that survey, And it's also available on the city's website at the email address in the middle of the page.  
12:55:22 There. we will have this open and available for comments till April the fifteenth, like.  
12:55:27 I said we wanted to wrap up all feedback by April.  
12:55:30 So you have until that date to put in any comments here, and if you have further questions or want to request those one on one meetings with the city the email, you can use is transportation at Duvalwa Gov Don your hand is up  
12:55:52 to you have another question, or is that just okay, So I want to make sure.  
12:55:59 All right. Well, I guess that's it hope you have anything else for us.  
12:56:04 Jim had one more funding question. probably. Just go ahead and ask it.  
12:56:14 Now, Jim, Yeah, do you want to go ahead? Okay, Thanks. Yeah.  
12:56:16 I I just wanted to unmute and get the i'm.  
12:56:20 Curious with the options on the north end of the project.  
12:56:22 If we one is anticipated to be substantially more expensive than the other.  
12:56:28 You know the shared use lane looks like it might require a lot of grading and retaining all reconstruction, and if those funds would have a place in town somewhere else, if they weren't used here  
12:56:43 Or if this project in these grants are going to be specifically for this period, is it general fun, money, or is it?  
12:56:52 Has it? just for this project. Yeah, we we hope to use the transportation funding allocated whether we have

enough. But we do, or don't get Grants is of concern.

12:57:04 But I think maybe hope on that section the travel lanes are the same, and when you have the 5 foot Bike Lane, 5 foot planner and 6 foot walk your ad technically with a 6 inch curve you're at

12:57:18 16 and a half feet, and the shared path is 6 inch curb 5 foot planner, 10 foot path, 2 foot shoulder.

12:57:26 So you're ask the 17 and a half yes it is wider.

12:57:30 But we will look at that and do a little engineering value engineering work.

12:57:36 But it's a good question it is a tight spot, and yeah, every every foot over is i'm sure more than a foot up on some of those areas.

12:57:44 So yeah, just something to keep in mind, though, with the water quality impacts that we're having. so the more pollution generating surface that you have the more water quality facilities you need to install in those costs you know quite a bit as well

12:57:59 so there might be i'm not sure I can't tell you for sure.

12:58:03 But it might be a wash and in my opinion Yeah, and for those who do live in that northern corridor. we understand the slopes of your driveway down.

12:58:11 If you're on the downhill side of the west side or up on the east side, right if again every space we go over increases your slope.

12:58:20 I would just put out there. The planner strip adjacent to those driveways will probably be reduced, so we could swing closer to the road section as is, and then try to minimize the vertical impact adjacent so

12:58:30 there's it that's a standard section and standard detail the standard isn't applied all the way through.

12:58:36 So we will probably have some of those types of meandering of sidewalk closer to the curb line when needed to save some grading and allow kind of the existing approach into homes.

12:58:49 But yeah, it is Retrofit projects are much more difficult than existing.

12:58:56 Our brand, you know, building brand new roads. So we we will do our best also, just noting that we have an additional meeting tonight at 6 P. M.

12:59:05 So if you know anyone else who might be interested in hearing about this project, please let them know.

12:59:19 Thank you for your time today. Yeah. Thank you all very much.

12:59:23 Great presentation. Thank you. , calling in, Yeah. all right.