

CITY COUNCIL BUDGET RETREAT MINUTES

November 17, 2015

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a Budget Retreat at 5:30 p.m. in the Municipal Building Conference Room on the 17th day of November, 2015, and notice and agenda of the meeting were posted at the Municipal Building at 201 West Gray, and the Norman Public Library at 225 North Webster 48 hours prior to the beginning of the meeting.

PRESENT: Councilmembers Castleberry, Heiple, Holman,
Lang, Miller, Williams, Mayor Rosenthal

ABSENT: Councilmembers Allison and Jungman

Item 1, being:

DISCUSSION REGARDING THE FYE 2016 CAPITAL IMPROVEMENT PROGRAM BUDGET STATUS AND THE FYE 2017-2020 CAPITAL IMPROVEMENTS PLAN.

Mr. Steve Lewis, City Manager, said when developing a Capital Budget, every project is unique and many take multiple years to complete with construction taking place in phases. Tonight Council will be presented an overview of major capital improvements and will also discuss upcoming projects. He said if Council wants to identify additional capital improvements, this would be good time to do that. He said, overall, Staff is looking for general direction from Council.

Ms. Susan Connors, Director of Planning and Community Development, highlighted funds included in the Capital Improvement Project (CIP) Budget as follows:

DEDICATED PURPOSE FUNDS

- 15 Public Safety Sales Tax Fund (PSST)
- 21 Community Development Block Grant (CDBG) Fund
- 22 Special Grants Fund
- 23 Room Tax Fund
- 50 Capital Fund
- 51 Norman Forward Sales Tax Fund (NFST)
- 52 Park Land and Development Fund
- 57 University North Park Tax Increment Finance (UNPTIF) District Fund
- 78 Arterial Road Recoupment Fund

Councilmember Castleberry asked what the ending balance of PSST I was that rolled into PSST II and Mr. Anthony Francisco, Director of Finance, said Staff is still calculating those figures.

UTILITY FUNDS

- 31 Water Fund
- 32 Water Reclamation Fund
- 33 Sanitation Fund
- 321 Sewer Maintenance Fund
- 322 New Development Excise Tax Fund
- 323 Sewer Sales Tax Capital Fund

Ms. Connors said the difference between closed and completed projects is that completed projects have not had all the paperwork finished. She highlighted closed projects as Sooner Theatre Improvements, \$243,044; 12th Avenue Gym Floor Replacement, \$84,031; Santa Fe Depot Sewer Line Replacement, \$40,887; and Westwood Tennis Youth Courts, \$108,999.

Mr. Shawn O'Leary, Director of Public Works, said other completed projects include I-35/State Highway 9 (SH9) East Interchange, Phase I; SH9 East Widening between 24th Avenue and 36th Avenue; Lindsey Street Bond Project, Phase I (storm water); Cedar Lane Road between 12th Avenue S.E. and 36th Avenue S.E.; Lake Thunderbird Total Maximum Daily Load (TMDL) Monitoring and Compliance Plan; Lindsey Street Bond Project Utility Relocation; Alameda Street and Findlay Avenue Traffic Signal and Interconnect; McGee Drive Sidewalks (SH9 to Lindsey Street); Kennedy Elementary Safe Routes to Schools; SH9 Traffic Signal Adaptive Control System; Legacy Park; Beautification throughout the City/Downtown Library; Reaves Park Road Resurfacing; Lions Park Tot Lot; Tull's Park; Westwood Golf Tournament Shelter; and Andrews Park Tot Lot.

Mayor Rosenthal asked if some of the costs for the TMDL Monitoring and Compliance Plan are coming out of the General Fund or was development of the plan itself being paid by the Capital Fund with actual monitoring costs being paid by the General Fund. O'Leary said Capital Funds were used for the development of the plan and money budgeted in the Capital Fund in FYE 2016 is to be used for a portion of the implementation costs. He said Council will have further budget discussions into FYE 2017, regarding ongoing implementation.

Councilmember Holman said the I-35/SH9 improvements are Oklahoma Department of Transportation (ODOT) projects and asked if the City is paying for those. Mr. O'Leary said a majority of the projects are funded through federal funds or funds administered by ODOT; however, the City is actively involved and the projects are in the City limits so the City does have some expenses in utility relocation or sidebar projects.

Councilmember Holman asked if the City spent less or more than projected for the Cedar Lane Road Project and Mr. O'Leary said less, but not significantly less. He said Cedar Lane Road is the first of eight 2012 Transportation Bond Projects to be completed.

Councilmember Lang said it is easy to see the impact to citizens on the I-35/SH9 Projects, but he is curious about the impact of other projects such as the Safe Routes to School Projects. He asked if there is a way to quantify projects to see whether or not they are successful. Mr. Angelo Lombardo, Transportation Traffic Engineer, said there is viability of the program, which is funded by the federal government year after year, to make walking or riding bicycles to school safer for children. The program has shown to be successful and that is why the funding continues year after year.

Councilmember Heiple said the pipes to the fountains in Legacy Park are exposed and asked if the City could install faux rock to conceal the pipes. Mr. Jud Foster, Director of Parks and Recreation, said he will check with the fountain manufacturer. Councilmember Heiple said Legacy Park is spectacular, but felt the pipes are an eyesore and should be covered.

Ms. Connors highlighted the FYE 2015-2016 impact projects underway that include SH9 widening from 36th Avenue to 72nd Avenue; I-35/SH9 East Interchange, Phase II, and Lindsey Street Interchange; Imhoff Creek Stabilization Study; Sutton Wilderness Dam Project; Federal Emergency Management Agency (FEMA) and Federal Highway Administration (FHWA) Public Assistance Projects (May 2015 storm rebuilding; Animal Welfare Facility; Rock Creek Road and Sequoyah Trail Traffic Signal; Boyd Street Traffic Signal Interconnect and replacement of traffic signal at University Boulevard; 12th Avenue N.E. and Indian Hills Road Traffic Signal; Railroad Quiet Zone; SH9 Multi-modal path (24th Avenue S.E. to east of 36th Avenue N.W.; Community Development Block Grant Disaster Recovery (CDBG-DR) Infrastructure Program; Wayfinding Pilot Program; Main Street Streetscape (University Boulevard to James Garner Avenue); Legacy Trail Extension along 24th Avenue N.W. and 36th Avenue N.W.; Parking Study Update; Main Street/Gray Street Two-Way Conversion Study; University North Park Traffic Impact Study Update; Police Training Connectivity (completed); Radio System Replacement (expected completion in FYE 2018); Emergency Community Center (expected completion in FYE 2018); Data Center Air Conditioner; Data Storage; Fire Suppression at data sites; Fire Infrastructure, Phase I; Eastwood Park; N.E. Lions Park Restroom Building Replacement; Griffin Soccer Drainage Improvements; Andrews Park electrical services upgrade; additional park shelters; air conditioning for three recreation centers; Saxon Community Park Development; Sports Complex Bleacher Replacement; and Comprehensive Plan update;

Mayor Rosenthal asked what the completion date was for the Animal Welfare Facility and Major J.D. Younger, Police Department, said completion is expected to be in January 2016.

Mr. O'Leary said federal funds will be received for infrastructure damages from the unexpected historic flooding and tornadoes in May 2015, and those projects could take 18 to 24 months to complete.

Councilmember Castleberry asked how Staff decides which park projects are paid out of capital funds versus NFST. Mr. Foster said the projects could be funded by Room Tax, park development funds, or capital funds depending on the park and the project. Mayor Rosenthal asked if Norman Forward projects will be over and above the projects listed above and Mr. Foster said yes.

Mr. O'Leary said the I-35/SH9 East and I-35/SH9 East/Lindsey Street Interchange Projects are one contract being managed in phases by ODOT. He said the projects include five new bridges. The I-35/SH9 East portion of the projects should be substantially completed in early 2016, and ODOT will be moving closer to the Lindsey Street portion of the program. Ms. Connors said ODOT is planning to close the Lindsey Street Bridge in April 2016.

Councilmember Castleberry asked when the City will have full capacity of the bridge over the Canadian River and Mr. O'Leary said he was not sure, but it is his understanding that ODOT is reserving the outside lanes for future capacity.

Ms. Connors highlighted FYE 2016-2017 upcoming impact projects as the West Lindsey Street Bond Project between 24th Avenue S.W. and Berry Road; Franklin Road Bridge Replacement; TMDL Compliance and Monitoring Plan Implementation; Railroad Quiet Zone; Downtown Streetscape/Legacy Trail West; CDBG-DR Infrastructure Program; West Main Street Bridge Replacement (bond project); Intersection of 24th Avenue N.W. and Radius Way (UNPTIF); 12th Avenue S.E. Bond Project; 36th Avenue N.W. and Havenbrook Street Traffic Signal; Robinson Street and 48th Avenue N.W. Traffic Signal; Traffic Signal Video Detection Upgrade, Phase 2; and I-35 Corridor Study (shared by Norman, Moore, and ODOT).

Mayor Rosenthal asked if the implementation of the TMDL Compliance and Monitoring Plan is really being paid out of the CIP and Mr. O'Leary said yes, that is the only funding source at this time. He said Council will need to make some decisions on that funding during the next budget period. He said the TMDL Compliance and Monitoring Plan is still evolving and has not yet been approved by the Oklahoma Department of Environmental Quality (ODEQ).

Councilmember Holman asked the status on the Downtown Enhancement Project and Mr. O'Leary said the contract with the design firm, R.L. Shears and Company, is scheduled to be approved by Council on December 8th. If the contract is approved, the design of the streetscape will begin immediately. Councilmember Holman asked when the City would break ground on the project and Mr. O'Leary said Fall of 2016, would be the earliest date.

RAILROAD QUIET ZONE

Mr. O'Leary said Staff is looking for guidance from Council on the Railroad Quiet Zone Project. He said the project is moving faster than anticipated with completion expected in the summer of 2016. Mr. Lombardo said the consultants, J.W. Webb and Associates, told Staff the process of assessing the corridor will work very favorably because Main and Gray Streets are currently one-way streets and because of that some of the more costly improvements do not have to be done. He said it will cost approximately \$800,000 per crossing for quad gate systems. When Main and Gray Streets are converted, the City is looking at \$1.6 million just for improvements to support the conversion. He felt if it was Council's desire, the City should establish the quiet zone now and then deal with the Main and Gray Streets crossings in isolation rather than as part of the corridor. He said the remainder of the crossings will include raised medians of some type.

Mr. Lombardo said Staff is ready to issue a "Notice of Intent" to Burlington Northern Santa Fe (BNSF) Railroad, Amtrak, ODOT, Oklahoma Corporation Commission (OCC), and Cleveland County to let them know the City of Norman is moving forward with a process that will result in no more horns being sounded by trains coming through Norman. Once the medians have been constructed and signage installed the City will issue a "Notice of Establishment" and the railroad will have 21 days to stop sounding their horns.

Mr. Lombardo said pedestrian safety needs to be addressed because there have been several accidents on the corridor involving pedestrians. He said this is a good time to discuss constructing some type of fencing to keep pedestrians from trespassing onto railroad right-of-way. Staff would like to include the fencing in the project, but the type of fence to be constructed has not been decided; however, it should be ornamental in nature. He said since there will be substantial savings on implementation of the project and the funds saved could be used for fencing.

Councilmember Castleberry said he is unclear on the savings because even though there are savings initially it will be spent later on in the project so the City is basically deferring money. Mr. O'Leary said this project was targeted for many years to be a quiet zone and up to \$800,000 could be saved. He said a Main and Gray Two-way Study will be completed in 2016 and Council will be faced with the decision of whether or not to convert the streets to two-way and what those costs will be. He said that project could be three to four years out depending on Council's wishes and the CIP Budget. Mr. Lombardo said under the current configuration of Main and Gray, there is nothing the City needs to do to make those crossings compliant so there had not been any expectation of spending money on those crossings. The need to do that will be when the one-way to two-way conversion takes place in the future.

RAILROAD QUIET ZONE, continued:

Mayor Rosenthal said the main locations for a quiet zone are downtown and crossings near residential areas because people cannot have a conversation when a train passes by. She asked when Staff extended the corridor to other locations and Mr. O'Leary said Staff has not extended the corridor, but Staff is asking Council's direction on whether or not to extend the corridor to the northern City limits, which would add five crossings. Councilmember Williams asked if it is better to add crossings as the corridor is being established rather than waiting and Mr. O'Leary said absolutely.

Mr. Lombardo said the contract with J.W. Webb and Associates can be amended to extend the corridor north if that is Council's direction. Councilmember Miller asked how far north the extension would be and Mr. Lombardo said to Indian Hills Road, the City limits. Mayor Rosenthal said the City would be adding crossings at Indian Hills Road, Franklin Road, Tecumseh Road, Rock Creek Road, and Lexington Street. Mr. Lombardo said there is significant residential development between Rock Creek and Tecumseh Roads. Councilmember Holman felt the entire City limits should be included in the corridor and a fence be constructed throughout the more densely populated areas. Councilmember Williams said trains not blowing their horn is an added bonus to making every crossing safer than they already are, which is the real reason for this project. Mr. O'Leary said sidewalks will be upgraded to meet American with Disabilities (ADA) criteria along the corridor as well. Councilmember Castleberry said if the City is going to do this they need to do it right to include the entire City.

Mayor Rosenthal asked the estimated cost of fencing and Mr. O'Leary said Staff does not have that information, but with Council's approval, he can work on obtaining cost estimates, design options, and locations for Council's review. He said fencing is important for pedestrian safety especially if trains will not be blowing their horns unless there is an emergency situation that calls for that.

Councilmember Williams asked if Staff had data on heavier versus lighter pedestrian crossing zones based on population density in order for Council to set a threshold and Mr. O'Leary said yes, Staff does have numbers on pedestrian and bicycle traffic they would like to apply to the project. Councilmember Holman said Robinson Street to Boyd Street would be a good range. Councilmember Miller felt Constitution Street would be a good location as well.

Mayor Rosenthal said there seems to be consensus on moving forward with the fencing and improvements for all crossings in the corridor.

COMMUNITY DEVELOPMENT BLOCK GRANT DISASTER RELIEF GRANT (CDBG-DR)

Ms. Connors said the CDBG-DR infrastructure projects have two allocations and highlighted those projects as follows:

First Allocation - City

- 108th Avenue S.E. from Etowah Road to SH9 \$ 3,694,000
- 120th Avenue S.E. from Etowah Road to SH9 \$ 1,080,000
- 84th Avenue N.E. from Rock Creek to north end \$ 397,000
- 84th Avenue N.E. from Tecumseh Road to Franklin Road \$ 1,236,000
- Tecumseh Road from 84th Avenue N.E. to 120th Avenue N.E. \$ 3,694,000
- 96th Avenue N.E. from Tecumseh Road to Arrowhead Drive \$ 1,236,000
- Rock Creek Road from 108th Avenue N.E. to 120th Avenue N.E. \$ 366,000

TOTAL

\$11,703,000

COMMUNITY DEVELOPMENT BLOCK GRANT DISASTER RELIEF GRANT (CDBG-DR),
continued:

First Allocation – County

- Indian Hills Road (three miles – two miles and one bridge in city limits) \$ 1,202,500
- Franklin Road (two miles in city limits) \$ 975,000
- Etowah Road (two miles) \$ 652,800
- Harrah/Newall Road (five miles) \$ 1,621,900
- Maguire Road (three miles) \$ 975,100
- Etowah Road (three miles – two in city limits) \$ 975,100

TOTAL **\$20,765,400**

Second Allocation – City

- 120th Avenue N.E. from Tecumseh Road to Stella Road \$3,939,240
- Stella Road from 122nd Avenue N.E. to 148th Avenue N.E. \$ 919,810

TOTAL **\$4,859,050**

Second Allocation - County

- Harrah/Newalla Road from 149th Avenue S.E. to 89th Avenue S.E. \$1,884,000
- Cedar Lane from 122nd Avenue S.E. to 156th Avenue S.E. \$ 427,500
- Post Oak Road from 156th Avenue S.E. to dead end \$ 219,800

TOTAL **\$2,531,300**

Mayor Rosenthal hopes Staff has a couple of extra CDBG-DR projects ready to go if Moore does not get their projects ready in time and Mr. O’Leary said Staff has been reviewing that. He said Norman’s biggest challenge will be getting all the projects completed.

Mayor Rosenthal asked if the CDBG-DR funding allows for additional personnel to manage the projects and Mr. O’Leary said funds do allow for project management administration fees and the City can hire consulting and design engineers. He said Staff is doing that to the fullest extent possible, but are not hiring full time personnel.

2010 STREET MAINTENANCE BOND PROGRAM

Ms. Connors highlighted the 2010 Street Maintenance Bond Program projects as follows:

- Street Maintenance FYE 2011-2013 – complete
- Street Maintenance FYE 2014
 - Urban Asphalt pavement (complete)
 - Urban Concrete pavement (95% complete)
 - Rural Road Rehabilitation (95% complete)
 - Urban Road Reconstruction (to bid January 2016)
- Street Maintenance FYE 2015
 - Urban Asphalt pavement (complete)
 - Urban Concrete pavement (to bid February 2016)
 - Rural Road Rehabilitation (95% complete)
 - Urban Road Reconstruction (to bid January 2016)

2010 STREET MAINTENANCE BOND PROGRAM, continued:

Councilmember Castleberry said he would like to see before and after pictures rather than just the after pictures and asked Staff to add those to their presentations in the future.

2012 TRANSPORTATION/STORM WATER BOND PROGRAM

Ms. Connors highlighted the 2012 Transportation/Storm Water Bond Program as follows:

2012/2015

- Cedar Lane Road: 12th Avenue S.E. one-quarter mile east of 24th Avenue S.E.
 - Completed July 2015

2015/2016

- Lindsey Street: 24th Avenue S.W. to Berry Road
 - Phase 1 Storm Water – construction complete
 - Phase 2 Storm Water – under construction
 - Project Design 95% complete
 - Environmental review complete
 - Right-of-Way acquisition complete
 - Utility Relocation substantially complete

2016

- Franklin Road Bridge: one-half mile west of 12th Avenue N.W.
 - Design 100% complete
 - Right-of-way acquisition and utility relocation complete

2016/2017

- Main Street Bridge: one half mile west of 36th Avenue S.W.
 - Design 65% complete
 - Right-of-way acquisition and utility relocation underway

2017

- 12th Avenue S.E.: SH9 to Cedar Lane Road
 - 35% plan review complete

2018/2019

- 24th Avenue East: Lindsey Street – Robinson Street
 - 35% plan review complete

2019/2020

- Alameda Street: one-half mile east of 24th Avenue S.E. – 48th Avenue S.E.
 - 35% plan review complete

2019/2020

- 36th Avenue N.W.: Tecumseh Road – Indian Hills Road
 - 35% plans submitted to ODOT for review

Ms. Connors said the project costs are \$89,502,680 with the City's share being \$42,575,000 and Federal Transportation funding in the amount of \$46,927,680.

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS TRANSPORTATION PROJECTS

Mr. O'Leary said other notable projects include Association of Central Oklahoma Governments Transportation (ACOG) Projects consisting of Alameda Street and Findlay Avenue Traffic Signal and Interconnect, \$4,23,800 (completed in 2015); McGee Drive Sidewalk from SH9 to Lindsey Street, \$272,403 (completed in 2015); Pavement Markings at multiple locations, \$204,000 (design complete, bid scheduled in January 2016); Main Street Traffic Signalization Interconnect from 36th Avenue N.W. to 24th Avenue N.W.; \$200,000 (design complete, bid scheduled in January 2016); Robinson Street Traffic Signal Interconnect, \$229,500 (design complete, bid scheduled in January 2016); Rock Creek Road and Sequoyah Trail Traffic Signal, \$260,000 (design complete, bid scheduled in January 2016); Boyd Street Traffic Signal Upgrade and Interconnect, \$430,000 (under design, bid scheduled for Spring 2016); roadway resurfacing at three locations - \$498,618 (under design, bid scheduled for Fall 2016); Main Street Traffic Signal Interconnect and Lighting (Downtown), \$604,200 (under design, bid scheduled for Fall 2016); Robinson Street and 48th Avenue N.W. Traffic Signal,- \$276,000 (under design, tentative bid scheduled for Fall 2016); Traffic Signal Upgrade Citywide, \$365,000 (under design, tentative bid scheduled Fall 2016); Main Street Traffic Signal Interconnect from 24th Avenue N.W. to University Boulevard, \$277,200 (under design, tentative bid scheduled Fall 2016); Classen Boulevard Sidewalks, \$160,000 (under design tentative bid scheduled Fall 2016); 36th Avenue N.W. and Havenbrook Traffic Signal and Widening, \$1,125,000 (under design, tentative bid scheduled Fall 2016); Traffic Signal Video Detection Upgrade, \$510,000 (under design, tentative bid scheduled Fall 2016); and Pavement Markings at multiple locations, Phase 5, \$200,000 (under design, tentative bid scheduled Fall 2016). Total ACOG Project costs are \$6,035,721 and the City's share is \$311,481, which is 5.16% of the total cost.

PROPOSED 2016-2020 STREET MAINTENANCE BOND PROGRAM

Mr. O'Leary said the proposed 2016-2020 Street Maintenance Bond Program is planned to go to a vote of the people on March 1, 2016. This is a \$25,000,000 proposal, but does not require any additional tax to the public. He said \$5,000,000 will be used for roadway reconstruction and \$20,000,000 will be used for rehabilitation and maintenance. Bicycle safety features are part of the proposal as well as necessary drainage improvements such as minor storm water sewer extensions, valley gutters, and rural roadside drainage culverts. He said ADA improvements will also be done as needed.

2017 INFRASTRUCTURE PROJECTS

Ms. Connors highlighted 2017 Infrastructure projects as follows:

Fund 15 Public Safety Sales Tax

- Emergency Communications Center - \$6,000,000
- Emergency Communications System - \$14,339,253
- Fire Apparatus Replacement - \$1,253,500

Fund 23 Room Tax

- Santa Fe Depot Renovations - \$80,000
- Saxon Community Park, Phase 3 - \$50,000
- Sooner Theatre Seat Replacement and Interiors - \$125,000

2017 INFRASTRUCTURE PROJECTS, continued:

Fund 52 Park Land and Development Fund

- Saxon Park Improvements - \$50,000
- Cedar Lane Park Development - \$50,000

Fund 57 University North Park Fund

- Robinson West of I-35 Construction - \$655,816

Fund 50 Capital Fund

- 36th Avenue and Havenbrook Signal Construction - \$200,000
- 36th N.W. from Indian Hills to City Limits Right-of-Way - \$100,000
- Flood Avenue and Venture Signal Construction - \$30,000
- Robinson West of I-35 Construction - \$149,534
- Rock Creek from Grandview to 36th Avenue Widening and Utilities Relocation - \$290,000
- City Data Storage (2nd of 3 installments) - \$467,000
- City Infrastructure Repair/Expansion - \$250,000
- Sign Replacement at Municipal Complex - \$100,000
- Griffith Trail and Parking Lot Improvements - \$120,000
- Saxon Community Park, Phase 3 - \$150,000
- Creston Way and Schulze Drive Storm Sewer Construction - \$265,000
- Recurring Appropriations
 - Street Maintenance - \$2,440,377
 - Maintenance of existing facilities - \$170,000
 - Storm Water Drainage - \$610,000
 - Parks - \$100,000

Ms. Connors said upcoming challenges include storm water utility fee election; West Lindsey Street Bond Project construction; coordination with ODOT on I-35 South and SH9 East; Storm Water Quality Programs (TMDL Implementation and ODEQ Permit Implementation (OKR04); management of CDBG-DR Grant Program; management of May 2015 Storm Rebuilding Program; I-35 and Robinson Street Interchange West; Coordination of Downtown Improvement Projects (James Garner Boulevard, Streetscape, Parking Study, Two-Way Conversion, Railroad Quiet Zone, and Central Library); I-35 Corridor Study (Norman, Moore, ODOT); new traffic signals on State Highways/City Arterials; Enterprise Resource Planning (ERP) System needs assessment; City Mobile App; and Comprehensive Plan update.

COUNCIL COMMENTS/QUESTIONS

Councilmember Castleberry asked if Council ever considers Staff's ability to do all these projects before adding others and Mr. O'Leary said, speaking for his department, he thinks about that a lot especially when more projects are added. He said Council does take that into consideration during their budget process every year and each department often requests additional personnel for Council's consideration. Mr. Lewis said an exception to that will be funds provided in Norman Forward for project management. Mayor Rosenthal felt Council should not propose any new projects for a while. Councilmember Castleberry said, in the past, Council has really not considered Staff time on projects. He asked if the sidewalk program is an ongoing program and Mr. O'Leary said yes, but Staff is also adding sidewalks to the list and that list continues to grow.

COUNCIL COMMENTS/QUESTIONS, continued:

Councilmember Miller said she is astounded at the number of ongoing projects ongoing and upcoming projects. She said traffic signals are the type of things constituents are concerned about and there is so much development going on that impacts traffic. She gets a lot of calls about issues at Ann Brandon Boulevard/SH 9 East and would like to spend time discussing traffic signals and how to get those into the budget. Mr. O'Leary said the City cannot install traffic signals on state highways even if they wanted to. In reality, ODOT should be having those discussions and funding those projects.

Councilmember Castleberry would like to see more street and pavement markings. He said driving at night is difficult when pavement markings are faded or deteriorated. If there is savings in one project he would like to see those saving go toward pavement markings and street signs.

Councilmember Lang suggested traffic signal timing be better employed to help make traffic flow in a smoother fashion and to decrease the amount of stop and go traffic at the larger intersections. Mr. O'Leary said an Adaptive Control System is used on SH9 and so far the ability to coordinate those signals has been outstanding. He said with the newer technology, the detector on the traffic signal has the ability to read cell phones and knows when to change the lights.

Councilmember Castleberry asked if the City has an ordinance regarding blocking intersections and Mr. Lombardo said it is a state law.

Councilmember Holman asked if the Street Maintenance Bond Program vote will be March 1st because he did not realize Council has confirmed that date. Mayor Rosenthal said there had been argument that municipal issues should be on the ballot at the same time and those arguments have some merit although it does not have to be March 1st, it could be April 5th. Councilmember Holman would like the bond package and Charter amendments to be on the same election date and prefers April 5th. He said the March 1st election will be more about partisan presidential candidates and he does not want City issues to be mixed up in that election.

Mr. Jeff Bryant, City Attorney, said Staff can leave a blank for the date on First Reading on November 24th to give Council latitude for a March 1st election and Council can add the date later.

Items submitted for the record

1. PowerPoint presentation entitled, "FYE 2016 Capital Improvement Program (C.I.P.) Budget Status and FYE 2017-2020 Capital Improvements Plan"

The meeting adjourned at 6:41 p.m.

ATTEST:

City Clerk

Mayor