

CITY COUNCIL CONFERENCE MINUTES

November 1, 2018

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a conference at 5:30 p.m. in the Municipal Building Conference Room on the 1st day of November, 2018, 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 Bierman, Castleberry, Hickman, Holman, Scott, Mayor Miller

ABSENT: Councilmembers Carter, Clark, and Wilson

Item 1, being:

CONTINUED DISCUSSION OF THE TRANSPORTATION AND STORMWATER BOND PROGRAMS AND FINALIZING THE SCOPE OF PROJECTS.

Item 2, being:

DISCUSSION REGARDING POSSIBLE ELECTION DATES FOR THE TRANSPORTATION BONDS AND STORMWATER PROGRAM.

Mr. O'Leary said Council has been discussing the Transportation Bond Program for several weeks and those discussions recently included a proposal for a Stormwater Bond Program as well as a Stormwater Utility (SWU). He said critical next steps include finalizing a project list; developing detailed project scoping and cost estimates (by private consulting engineering firm); possibly blending federal/local funds; obtaining public input/community dialogue; establishing an election date; and providing needed staffing and resources for plan implementation.

Mr. O'Leary highlighted the possible bond election schedule options as follows:

FIRST READING	SECOND READING	NOTICE TO ELECTION BOARD	ELECTION DATE
January 8, 2019	January 22, 2019	January 31, 2019	April 2, 2019
November 27, 2018	December 11, 2018	January 3, 2019	March 5, 2019
November 27, 2018	December 11, 2018	December 13, 2018	February 12, 2019

Bond proposal costs are as follows:

Proposition	Description	Federal Funds	Bond Funds	Total Costs
1	Transportation Projects only with a blend of federally funded and locally funded projects	\$55 Million	\$70 Million	\$125 Million
2	Stormwater Projects only locally funded		\$60 Million	\$60 Million
	TOTAL	\$55 Million	\$130 Million	\$185 Million

Mr. O'Leary highlighted historical General Obligation (GO) Bond Projects, Street Maintenance Bond Projects, Major Street Projects, and Municipal Complex Bond Projects; library improvements; fire station relocation; siren system upgrades; animal shelter improvements; and Municipal Complex improvements. He said proposed bond projects include \$70 million for Major Street Projects; \$25 million for Street Maintenance Projects; \$11.25 million for Municipal Complex Project; and \$60 million for Stormwater Projects.

Mr. O'Leary said \$60 million could be issued in GO Bonds for stormwater purposes over the next ten years without exceeding the \$5 mill levy cap. This proposal would include four separate bond series to consist of \$15 million in 2019; \$15 million in 2022; \$15 million in 2025; and \$15 million in 2028. He said these would be 20 year bonds with an annual average levy of \$3.99 per month for a \$150,000 home; however, that figure would increase to \$6.17 per month in 2028 and \$6.34 per month in 2030.

Potential Transportation Bond Projects with a blend of federally and bond funded projects include:

- Jenkins Avenue – Imhoff Road to Lindsey Street;
- Porter Avenue/Acres Street – Porter Corridor;
- Main Street/Gray Street Two-Way Conversion;
- James Garner Avenue Special Corridor – Phase III – Acres Street to Duffy Street;
- Porter Avenue Streetscape;
- Cedar Lane Road – east of 24th Avenue S.E. to 36th Avenue S.E.;
- Lindsey Street Special Corridor – Pickard Avenue to Jenkins Avenue;
- Constitution Avenue – Jenkins Avenue to Classen Boulevard;
- 36th Avenue N.W. – north of Indian Hills Road to Moore city limits;
- 36th Avenue S.E. – Cedar Lane Road to State Highway 9;
- 24th Avenue N.E. – Rock Creek Road to Tecumseh Road;
- Tecumseh Road – 12th Avenue N.E. to 24th Avenue N.E.;
- 48th Avenue N.W. – Phase II – Rock Creek Road to Tecumseh Road;
- 48th Avenue N.W. – Phase IV – Franklin Road to Indian Hills Road;
- Indian Hills Road – 48th Avenue N.W. to Interstate 35; Traffic Management Center (TMC); and
- Rock Creek Road – Queenston Avenue/Bruckner Drive to 24th Avenue N.E.

Mr. O'Leary said total project costs are \$124,892,877 with \$69,609,560 from bond funds, \$55,283,151 from federal funds, and an implementation period of ten years.

There are 33 potential Stormwater Infrastructure Bond Projects that include:

- Bishop Creek – Sinclair Drive and Beaumont Drive south of Boyd Street and east of 12th Avenue S.E.;
- Bishop Creek – behind Harbor Freight south of Alameda Street on Triad Village Drive;
- Bishop Creek – Lindsey Street south of Colonial Estates Park;
- Canadian River – intersection of Westbrooke Terrace Road and Hollywood Street;
- Imhoff Creek – south of State Highway 9 and east of South Berry Road;
- Merkle Creek – at 24th Avenue S.W. south of George Lynn Cross Drive;
- Merkle Creek – at Main Street between Merkle Drive and Hal Muldrow Drive;
- Brookhaven Creek – intersection of Rambling Oaks Drive and Havenbrook Street;

- Brookhaven Creek – at Main Street between Lamp Post Road and Willoway Drive;
- Brookhaven Creek – north of Main Street on the east side of Willow Branch Road;
- Brookhaven Creek – west of 36th Avenue N.W. south of Hampton Court;
- Brookhaven Creek – intersection of Rambling Oaks Drive and Tall Oaks Circle;
- Ten Mile Flat Creek – west of 48th Avenue N.W. and south of Robinson Street;
- Bishop Creek – south of Alameda Street and South Carter Avenue;
- Imhoff Creek – intersection of Boyd Street and Pickard Street;
- Dave Blue Creek – on 48th Avenue S.E. north of Stonehenge Lane;
- Rock Creek – on Robinson Street east of 36th Avenue N.E.;
- Little River – north of Little River Road west of 12th Avenue N.E.;
- Woodcrest Creek – east of the intersection of Porter Avenue and Highland Village Drive;
- Woodcrest Creek – north of Sequoyah Trail between Willow Creek Drive and Winding Creek Circle;
- Woodcrest Creek – south of Sequoyah Trail between Willow Creek Drive and Winding Creek Circle;
- Bishop Creek – north of State Highway 9 between Jenkins Avenue and Marshall Avenue;
- Bishop Creek – south of Lindsey Street north of the Reserve;
- Bishop Creek – on East Brooks Street between Trout Avenue and the railroad tracks;
- Bishop Creek – on Lindsey Street between College Street and the OU Duck Pond;
- Bishop Creek – south of Lindsey Street north of the Reserve;
- Brookhaven Creek – on Rock Creek Road between Pendleton Drive and Interstate Drive;
- Brookhaven Creek – on Pendleton Drive west of Prairie Creek Park;
- Brookhaven Creek – on Rock Creek Road between 36th Avenue N.W. and Pendleton Drive;
- Tributary 6 to Little River – on Franklin Road near 24th Avenue N.W.;
- Imhoff Creek – south of Imhoff Road between South Berry Road and Walnut Road;
- Merkle Creek – on Iowa Street just west of Cleveland Elementary School; and
- Rock Creek – on 36th Avenue N.E. between Robinson Street and Alameda Street.

Mr. O'Leary said total project costs are \$59,563,869 with an implementation period of 20 years.

Councilmember Castleberry said if the City is proposing widening 36th Avenue N.W. from Tecumseh Road to Indian Hills north of the city limit then the proposed widening of two miles of 48th Avenue N.W. could possibly be delayed.

Councilmember Bierman asked if improving Jenkins Avenue from Imhoff Road to Lindsey Street is due to Reaves Park NORMAN FORWARD improvements and Mr. O'Leary said yes, plus there is an enormous amount of development activity near the University of Oklahoma (OU) that is placing a lot of pressure on Jenkins Avenue. Councilmember Bierman asked if OU is paying for any of the project costs and Mr. O'Leary said no, because OU is a public agency they are exempt and do not have to pay for infrastructure.

Councilmember Holman said old dormitories were demolished and new dormitories were constructed so there is no new gain; however, Jenkins Avenue has always been congested, floods, has pothole issues, and the lack of a left turn lane has been an issue with Reaves Park so these are the reasons he supports this project. He said one big issue with the Constitution Avenue Project is constructing sidewalks across the railroad tracks and asked if that would be addressed in the project and Mr. O'Leary said yes.

Councilmember Hickman said on the Lindsey Street Project, he would like to consider scaling it back from Pickard Street to Elm Street because Elm Street to Jenkins Avenue is in pretty good shape.

Mayor Miller said she would feel more comfortable about the Lindsey Street Project if the City stopped at Elm Street and did not go through the OU Campus area. She is worried about working on Lindsey Street and Main Street at this time because they have already been through long periods of construction that have impacted businesses. She said even though these proposed projects are for the construction of bike lanes and sidewalks, the streets will still be closed or narrowed and she would not like to put those businesses through that headache again so soon. Councilmember Holman said he would like to see bike lanes installed from Elm Street to Jenkins Avenue and Mr. O'Leary said OU has expressed the same interest. Mr. O'Leary said this is a ten year plan so projects can be sequenced to cause less construction disruption as possible.

Councilmember Castleberry said the City could not afford the best option for the Robinson Street Interchange Project and asked if the bond package could be structured to include funding for a better solution. Mr. O'Leary said that least costly option would help the traffic problem on Robinson Street for at least 10 years. He said the I-35 Corridor Study which includes the Robinson Street Interchange Project being prepared by the Oklahoma Department of Transportation (ODOT) has been completed and study results will be presented to Council in a couple of weeks. He said Council will see future plans for Robinson Street, Rock Creek Road, Tecumseh Road, Franklin Road, and Indian Hills Road. He said Staff believes ODOT should be replacing the Robinson Street Interchange within 10 to 15 years and that is the reason Staff opted for the least costly interchange option.

Councilmember Scott said the Indian Hills bridge replacement is in year six of ODOT's eight year plan so is the City trying to coordinate the Indian Hills Road Project with ODOT's project. Mr. O'Leary said yes, and based on previous feedback from Council, Staff is including a \$2 million incentive element in the Indian Hills Road Project to request that ODOT expand their current project from a bridge to a full interchange. He said this will dovetail with the I-35 Corridor Study so projects are beginning to overlap each other. Councilmember Castleberry asked if ODOT would speed that project up with that incentive and Mr. O'Leary said Staff will know more after the I-35 Corridor Study completion.

Councilmember Scott asked if any of the road projects will be accelerated projects and Mr. O'Leary said there is really no criteria for acceleration of the proposed projects unless ODOT moves the Indian Hill Road Bridge Project to less than six years.

Councilmember Hickman asked if the Imhoff Creek Project in Wards Two and Four for stream bank stabilization in the amount of \$7.5 million includes upstream and downstream portions and Mr. O'Leary said yes.

Councilmember Holman asked how the Bishop Creek Project on Lindsey Street between College Avenue and the OU Duck Pond would address the biggest flooding areas in Ward Seven and Mr. O'Leary said this is the largest project in Ward Seven that addresses flooding of the College Street and Elm Street areas. He said this is the only project in the package that could be a combined with a federally funded transportation project similar to what was done on Lindsey Street where underground drainage could be included as part of the roadway improvement project. He said the underground stormwater construction would begin at Elm Street and move east to Jenkins Avenue. Councilmember Holman said that area is the number one flooding problem in Ward Seven and is a priority in the Stormwater Master Plan (SMP). Mr. O'Leary said the Bishop Creek Project could be

combined with the Lindsey Street Transportation Project between College Avenue and the OU Duck Pond and if Council agrees, Staff would like to roll that stormwater project into the transportation project and remove it from the stormwater projects.

Councilmember Bierman said flooding at Beaumont Drive and 24th Avenue S.E. causes the most consternation of Ward One constituents and the biggest concern is that all the construction for the new lots in the Summit Lakes Addition will only make the problem worse. Mr. O'Leary said the Beaumont Drive and 24th Avenue S.E. flooding issues are being addressed with the 24th Avenue S.E. Bond Project, which has become a new flooding issue within the past year. Ms. Carrie Evenson, Stormwater Program Manager, said the drainage culvert on the east side of 24th Avenue S.E. had a blockage, which was cleared, but there has not been a big rain event since that time so Staff has not been able to determine if flooding will still be an issue. She has been in contact with the project manager for the 24th Avenue S.E. Widening Project and the City's development Staff to make sure the new section of Summit Lakes Addition will be connected into the new stormwater system being installed with the widening.

Councilmember Hickman said of the top ten stormwater projects in the City, two are not being funded, Bishop Creek – BC-4 and Imhoff Creek – IC-4A. He said if the City is going to sell these projects to the community the City needs to complete the top ten projects. Currently, the two projects represent about \$7.6 million, which is a \$2 million increase over what they would have cost in 2009, so delaying them only increases the cost. It also makes them more severe public safety issues because of the potential to flood structures and close streets due to flooding. He would like to explore ways of finding the funding to complete these projects so the City can tell the community it has addressed all of the top ten needs in the community.

Mr. O'Leary said the CTP identifies the concept of special corridors designed with complete streets principles and context sensitive solutions, but there are corridors in Norman that do not fit that mold. He said special corridor project considerations include James Garner Avenue: Jenkins Avenue from Duffy Street to south of Acres Street; Porter Avenue Streetscape; Lindsey Street from Pickard Avenue to Jenkins Avenue; and Main Street and Gray Street Two-Way Conversion. He said these corridors are very unique with challenges that include land issues, right-of-way issues, utility issues, non-conventional four to five lane candidates, etc.

Mr. Angelo Lombardo, Transportation Traffic Engineer, said the Traffic Management Center (TMC) can be funded with 100% federal funds, but to get there the City has to prepare a two phase process that involves an engineering aspect and designing the project. Phase I would consist of engineering (Systems Analysis) to be eligible for federal funds and Phase II would be preparing the final design. He said the Emergency Operations Center (EOC) has room set aside for the TMC, but there is no funding for equipment and federal funding would provide funding for equipment. He said if federal funding is acquired, there will need to be a conversation about staffing the TMC. Mr. O'Leary said the TMC is the next generation of dealing with calls regarding traffic congestion, traffic signal issues, road conditions, etc. Mr. Lombardo said Oklahoma City, Tulsa, and Edmond have TMC's.

Mr. O'Leary said the special corridor project scope include James Garner Avenue Special Corridor, Phase 3, Acres Street to Duffy Street consisting of roadway widening and reconstruction; new traffic signals at Main Street and Gray Street; two-lane divided roadway with landscaped median; stormwater drainage system; sidewalks/multi-modal path; landscaping; and decorative roadway and pedestrian way lighting. The key stakeholder in this project is the Burlington Santa Fe Railroad (BNSF).

Councilmember Holman asked if the James Garner Avenue Project includes improvements to the intersection at Duffy Street and Jenkins Avenue and why not extend the scope of the project to Boyd Street. Mr. Lombardo said the question is how James Garner Avenue will change traffic patterns once a connection is made to other streets. Councilmember Holman would like to see the Legacy Trail extended in this project, if possible. He appreciates that Legacy Trail extends to Campus Corner, but it ends there.

Councilmember Hickman would like to ensure the City is incorporating as much green infrastructure as possible and he would like to include street trees in the design.

Councilmember Scott asked what the plan is for Franklin Road in the 36th Avenue N.W. Widening Project, four-way stop or roundabout? Mr. O'Leary said that has not been decided, but this project would address site issues as well as future growth in traffic on Franklin Road and 36th Avenue N.W.

Councilmember Holman asked if all the 2010 road maintenance projects have been completed and Mr. O'Leary said yes, the City has met or exceeded all of the bond obligations within that program with a surplus of \$3 million. He said Staff will be recommending that \$3 million be transferred to the 2012 Bond Program to make up the deficit from Lindsey Street. The alternative would be to take the balance out of the Capital Fund, which could be damaging to other projects in the capital program so Staff will not be recommending that. He said that conversation will take place during the Capital Budget meeting in a couple of weeks.

The project scope for the Porter Corridor – Porter Avenue and Acres Street consists of intersection widening with new left turn lanes on Porter Avenue; new traffic signal; closure of Daws Street at Porter Avenue; stormwater drainage system; and sidewalks.

Councilmember Bierman said she likes this plan, but is concerned about moving forward with a proposal that includes taking someone's property and Mayor Miller said she, Councilmember Hickman, and Staff have talked to the property owners regarding their property.

Councilmember Holman said all options for the Porter Corridor Project require the acquisition of property and Mr. O'Leary said that is correct, but this plan is the least impactful to properties at that intersection.

The Porter Avenue Streetscape Project (Phase II of the Porter Corridor Project) consists of new sidewalks; driveway consolidation/elimination for access management; decorative roadway and pedestrian way lighting; landscaping; new curb and gutter; and street furniture. The key stakeholders for this project will be Porter Avenue merchants and property owners.

Councilmember Hickman appreciates both Porter Avenue projects being combined in one proposal because the improvements on Porter Avenue from Alameda Street to Robinson Street are long overdue and he fully supports both these projects.

Councilmember Holman asked what the plan is for the street portion of Porter Avenue and Mr. Lombardo said Staff is going to work within the current roadway width either as a three or four lane road. He said this project is driven by James Garner Avenue's connection to Flood Avenue and how much traffic is pulled from Porter Avenue. Councilmember Holman asked if the street would be

reconstructed from the base up and Mr. O'Leary said just enough reconstruction of the street surface and installation of curb and gutter to get the corridor to meet the standards for sidewalks.

The Lindsey Street Special Corridor – Pickard Avenue to Jenkins Avenue consists of roadway (minor) widening to add left turn lanes at the intersection; traffic signal modifications; on-street bicycle lanes; stormwater drainage system; curb and gutter; and sidewalks. Mr. O'Leary said stakeholder participation will be needed to define the final scope of the project.

Mayor Miller suggested breaking this project into two phases by improving Pickard Avenue to Elm Street first then couple the next phase with stormwater and Mr. O'Leary said it could be possible to split Pickard Avenue to Elm Street improvements into a City funded project with streetscape elements and minor widenings for intersections and combining Elm Avenue to Jenkins Avenue improvements into a transportation/stormwater project and pursue federal funding for that portion.

Councilmember Holman would not support widening of the street or even the intersections if it means taking out older trees or tearing down property.

The Main Street/Gray Street Two-Way Conversion consists of traffic modifications; intersection widening; four-quadrant gate systems at railroad crossings; restriping; and signage. Preservation of the Railroad Quiet Zone and traffic impact of the James Garner Avenue connection to Flood Avenue are the key issues for this project. If James Garner Avenue is successful as Staff believes it will be in redirecting traffic, approximately 17,000 cars per day, the intersection of James Garner Avenue and Gray Street and Main Street becomes a bigger challenge than anticipated. If Council chooses to add this project to the bond package, Staff is recommending it be a later project in the sequence so James Garner Avenue can be constructed and traffic tested.

Mayor Miller asked if two-way on Gray Street could be done first to see how that impacts traffic then work on Main Street later. Mr. Lombardo said Staff purposely placed this project in year six or seven of the ten year program so Staff will have time to access the impact of James Garner Avenue traffic.

Councilmember Holman said his concern about making Gray Street a two-way street and leaving Main Street as a three lane one-way is that there would be four lanes going east and one lane going west. He said the City already knows three lanes going east is not needed based on the traffic study. He said if Main Street is left as a one-way street, he would like to create a road diet with two lanes going one-way and convert Main Street to a three lane one-way direction with a middle turn lane. He said whether the one-way to two-way is done, there are plans to install new traffic signals at Main Street and Gray Street at James Garner Avenue and asked if the traffic signal on Main Street and Gray Street could be synced to the railroad crossing so when that crossing lights are activated the traffic signal lights turn red. Mr. Lombardo said yes, that is a federal requirement.

Councilmember Holman said because James Garner Avenue is a new street, he would think the better solution would be to make Main Street and Gray Street two-way first with James Garner Avenue adapting to that traffic. He said there are about four houses on Eufaula Street from University Boulevard to Porter Street and every intersection is a four-way stop. He uses Eufaula Street to get to Porter Street all the time so what are the possibilities of making improvements to Eufaula Street so it could be a through street?

Councilmember Hickman suggested removing the Main Street and Gray Street Project and adding \$2 million to the \$7.5 million projected for the project and using that money to acquire a site and construction of a stand-alone Senior Center. He would like to put that on the ballot at the same time as the transportation bond projects and possible stormwater bond. He said putting \$10 million toward a Senior Center would solve the Senior Center problem by making it a priority. If this was done, he would fully support pushing the transportation bond election to April to give the City time to decide what land is needed and garner input on what type of Senior Center the community wants. He would be open to discussing placing the Main Street and Gray Street Project into the next five year maintenance bond program and moving James Garner Avenue and Porter Avenue up the list to get them done more quickly.

Councilmember Castleberry said if Council removed money for another project and it is not a transportation project would that require a 60% vote? Mr. Nate Ellis, Public Finance Law Group, said it would still be a 50% vote because it will be a public utility as opposed to a street and bridge project so the requirement will be the City exclusively own the land and building.

Councilmember Holman said if Main Street and Gray Street Project is removed from this bond package, he would definitely want to include the project in a future bond package.

Councilmember Castleberry said the concept of removing Main Street and Gray Street from the project list leads him to support an April election.

Councilmember Hickman would like the Main Street and Gray Street Two-Way Conversion Project to be part of the discussion on the Street Maintenance Bond projects for 2021 or 2022. He said sacrificing a road project now to construct a Senior Center sends a genuine message to the senior community that the City is serious about fulfilling the promise of constructing a stand-alone Senior Center. He envisions Staff negotiating for property as soon as possible if this is an option Council takes. Mayor Miller felt this was not the time and place to discuss this since it is not on the agenda and she would appreciate these ideas coming forward before a meeting where important decisions are being expected of Council. She would rather have the item on an agenda and have a conversation at that time, not during a meeting where ideas are just being thrown out to Staff.

Councilmember Castleberry said if \$10 million is cut from the project list, what projects would be removed? Mr. O'Leary said Staff would need time to prepare options, but the entire package will probably increase in cost once the package is finalized. He said a project or two will need to be cut to stay under the bond threshold so Council would be looking at cutting three or four projects instead of two. He said Staff will be happy to bring back a list of the more critical project needs for Council's review.

Councilmember Scott said she is looking forward to the I-35 Corridor Study presentation and does not want to forget about that in this discussion.

Mayor Miller said agenda topic is about transportation and stormwater and she would like to ask that the Stormwater Committee reconvene to talk about some of the projects. She said if Council has any other information about the transportation or stormwater projects, those comments need to be sent to the City Manager to be forwarded to Staff.

Mr. O'Leary highlighted proposed project timelines as

- FYE 2020 – Cedar Lane Road east of 24th Avenue S.E. to 36th Avenue S.E. and Porter Avenue and Acres Street;
- FYE 2021 – Jenkins Avenue: Imhoff Road to Lindsey Street;
- FYE 2022 – James Garner Avenue Special Corridor, Phase 3;
- FYE 2023 – Traffic Management Center, Tecumseh Road: 12th Avenue N.E. to 24th Avenue N.E., and Constitution Street, Jenkins Avenue to Classen Boulevard;
- FYE 2024 – 36th Avenue N.W.: Indian Hills Road to Moore city limits;
- FYE 2025 – 36th Avenue S.E.: Cedar Lane to State Highway 9 and 24th Avenue N.E.: Rock Creek Road to Tecumseh Road;
- FYE 2026 – 48th Avenue N.W.: Franklin Road to Indian Hills Road;
- FYE 2027 – Indian Hills Road: 48th Avenue N.W. to Interstate 35, Main Street/Gray Street Traffic Flow Conversion, and Porter Avenue Streetscape: Alameda Street to Robinson Street;
- FYE 2028 - Lindsey Street: Pickard Avenue to Jenkins Avenue and 48th Avenue N.W.: Rock Creek Road to Tecumseh Road;
- FYE 2029 – 48th Avenue N.W.: Rock Creek Road to Tecumseh Road; and
- FYE 2030 – Rock Creek Road: Queenston Avenue to 24th Avenue N.E.

Councilmember Castleberry said in the proposed timeline for the Transportation Bond Program projects 36th Avenue N.W., Indian Hills to Moore city limits is scheduled for FYE 2024 and asked if that could be moved up. Mr. O’Leary said that is doubtful because the City of Norman is partnering with the City of Moore and is seeking more than the City of Norman’s share of federal funds so that project will take a while to put together.

Councilmember Hickman would like to move up the Porter Avenue Streetscape Project because he is not comfortable with waiting until 2027. He would also like to move the James Garner Avenue Project up ahead of the Jenkins Avenue Project. Councilmember Holman agreed and would also like to move the Lindsey Street, Pickard Avenue to Jenkins Avenue, up and would support removing Rock Creek Road, Queenston Avenue to 24th Avenue N.W. He felt this project could be done in a future road maintenance bond.

Mayor Miller asked how many projects will need to be removed and Mr. O’Leary said at least two, but that could change if \$10 million is removed as discussed earlier. If the \$10 million is taken out of the equation, four projects will need to be removed.

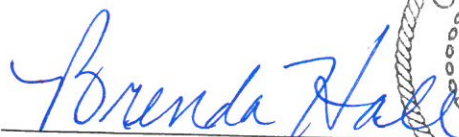
Items submitted for the record

1. PowerPoint presentation entitled, “Future Transportation Bond Issue Program Details,” City Council Study Session dated November 1, 2018

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The meeting was adjourned at 7:43 p.m.

ATTEST:



City Clerk





Mayor