



## MEMORANDUM

TO: City Council  
FROM: Howard S. Lazarus, City Administrator  
DATE: December 11, 2018  
SUBJECT: STEAM Safe Routes to School Project

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On December 3, 2018, City Council voted to postpone the vote of Resolution 2 for the Northside STEAM Safe Routes to School (SRTS) Sidewalk Special Assessment Project until December 17, 2018. From public meetings and from the December 3<sup>rd</sup> Council Meeting, staff have heard concerns from many residents regarding the impacts of the project on vegetation. Since that time, staff has further considered these concerns, and have made some more significant changes to the design on Traver Street and John A Woods Drive.

In the new proposed design, Traver Street will be narrowed to 18 feet from John A Woods to the Northside STEAM property line, which will create enough space to construct the new sidewalk in the area that was formerly road pavement. This greatly reduces the impacts to trees and vegetation, and reduces the need to construct retaining walls and obtain temporary grading permits. In this revised design, the proposed 8-foot wide sidewalk will be located immediately behind the back of curb, thus eliminating most of the grading challenges. Approximately ten parking spots will remain near the intersection of Traver and Barton for student drop-off/pickup, and the crosswalk will incorporate a new bump-out, allowing better visibility of pedestrians and preventing parking too close to the crosswalk.

On John A Woods, staff narrowed part of the street by relocating the curb so that four landmark Black Walnut trees could be preserved while still allowing enough space for snow storage between the back of curb and the new sidewalk. Finally, staff made further safety improvements to the intersection of John A Woods and Traver utilizing bump-outs, geometric changes that allow for a more perpendicular intersection, and relocation of the crosswalk for better sight distance.

The changes being made to the plans have the net effect of reducing the number of trees to be removed from 39 to 11, and eliminates the impacts on landmark trees (with the exception of two landmark trees that require removal due to their present condition and proximity to the travelling lane).

These changes have been made while still keeping the estimated special assessment to property owners at approximately \$43 per frontage foot. More accurate assessment costs would be available after MDOT bids the project and the assessment roll is provided for City Council's approval at Resolution 4. In the meantime, City Council's approval of Resolution 2 would allow staff to submit final plans to MDOT for review and bid advertisement.

A letter describing these changes and revised design plans are being sent in the mail to property owners affected by the special assessments on December 11<sup>th</sup>, and to the e-mail list that has been developed for the project.

#### Attachments

cc: Craig Hupy, Public Services Area Administrator  
Nick Hutchinson, City Engineer  
Raymond Hess, Transportation Manager



