

# City Council

Meeting Time: 01-22-19 19:00

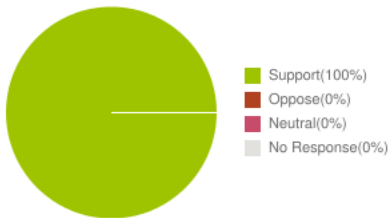
## eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Council	01-22-19 19:00	86	1	1	0	0

### Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

#### Overall Sentiment



# City Council

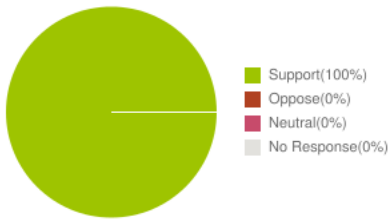
01-22-19 19:00

Agenda Name	Comments	Support	Oppose	Neutral
DS-1 18-1331 Resolution to Authorize a Professional Services Agreements with Orchard, Hiltz & McCliment, Inc. (OHM) for the Lower Town Area Mobility Study (RFP No. 18-21) (\$579,478.00) and Appropriate Funding from the Major Street Fund Balance (\$649,478.00) (8 Votes Required)	1	1	0	0

## Sentiments for All Agenda Items

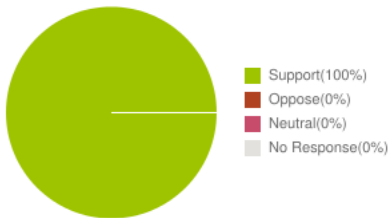
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

### Overall Sentiment



Agenda Item: eComments for DS-1 18-1331 Resolution to Authorize a Professional Services Agreements with Orchard, Hiltz & McCliment, Inc. (OHM) for the Lower Town Area Mobility Study (RFP No. 18-21) (\$579,478.00) and Appropriate Funding from the Major Street Fund Balance (\$649,478.00) (8 Votes Required)

### Overall Sentiment



### Ken Garber

Location:

Submitted At: 2:55pm 01-22-19

I support DS-1. The Lower Town-Pontiac Trail corridor is already overburdened with traffic, while pedestrians and bicyclists are increasingly at risk. (There have been multiple non-fatal auto-bike collisions on Pontiac Trail, and one fatal pedestrian accident.) Together, North Sky, Cornwell Farms and 1140 Broadway (all three now under construction); Bristol Ridge (proposed); and Cottages at Barton Green (under litigation) will add 1,119 new housing units and roughly twice as many parking spaces to the corridor, adding to the substantial existing congestion and the risk, including for students walking or biking to Northside School. A comprehensive mobility study, incorporating community input, is appropriate and cost-effective, since it should result in a comprehensive and proactive solution to the transportation crisis on the city's north side. The alternative is a hodgepodge of fixes that will cost the city more in the long run.