



1015 Cultural Park Blvd.
Cape Coral, FL

AGENDA

Transportation Advisory Commission

April 18, 2018	9:00 AM	Conference Room 220A
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- 1. Meeting called to order**
 - A. Chair Cosden
- 2. ROLL CALL**
 - A. Carioscia, Cosden, Coviello, Gunter, Stokes, and Alternate Williams
- 3. APPROVAL OF MINUTES**
 - A. February 14, 2018 meeting minutes
- 4. PUBLIC INPUT**
- 5. BUSINESS**
 - A. Citywide Traffic Signal Timing Coordination- William Corbett, Traffic Engineer
 - B. Alley Repaving Program Update- Michelle Royals, PW Principal Engineer
 - C. Landscape Stakeholders Group Update- William Corbett, Traffic Engineer
 - D. Tree Lighting in South Cape (Cape Coral Parkway and 47th Terrace)- Paul Clinghan, PW Director; Mark Ridenour, Facilities Manager
 - E. Burnt Store Road Right-of-Way Committee, Chair Jessica Cosden
- 6. OLD BUSINESS**
- 7. MEMBERS COMMENTS**
- 8. Time and Place of Next Meeting**
 - A. The next regular meeting is scheduled for Wednesday, May 16,

2018, at 9:00 a.m. in Conference Room 220A.

9. Motion to Adjourn

In accordance with the Americans with Disabilities Act and Florida Statutes 2.86.26, persons needing a special accommodation to participate in this proceeding should contact the Human Resources Department whose office is located at Cape Coral City Hall, 1015 Cultural Park Boulevard, Cape Coral, Florida; telephone 1-239-574-0530 for assistance, if hearing impaired, telephone the Florida Relay Service Numbers, 1-800-955-8771 (TDD) or 1-800-955-8700 (v) for assistance.

If a person decides to appeal any decision made by the Board/Commission/Committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, and for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based.

Item Number:	3.A.
Meeting Date:	4/18/2018
Item Type:	APPROVAL OF MINUTES

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:
February 14, 2018 meeting minutes

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▫ February 14, 2018 meeting minutes	Backup Material

**MINUTES FROM THE REGULAR MEETING OF THE
CAPE CORAL TRANSPORTATION ADVISORY COMMISSION (CTAC)**

Wednesday, February 14, 2018

Conference Room 220A

9:00 a.m.

Meeting called to order by Chair Cosden at 9:00 a.m.

ROLL CALL: Carioscia, Cosden, Coviello, Gunter, and Alternate Williams were present. Stokes was absent.

Also Present: Paul Clinghan, PW Director
Persides Zambrano, PW Planning and Permitting Manager
William Corbett, PW Traffic Engineer
Tessa Heines, PW Traffic Engineer
Doug Sayers, Property Acquisition Agent, Real Estate Division
Randy Cerchie, Lee County DOT Director
Vincent Miller, Lee County DOT Project Manager
Erik Fleming, AIM Engineering and Surveying
Sarah Clarke, AIM Engineering and Surveying

APPROVAL OF MINUTES

January 17, 2018 meeting minutes

The minutes of the CTAC meeting of January 17, 2018 were presented for approval.

Commission Member Coviello moved, seconded by Commission Member Williams, to approve the minutes from the January 17, 2018 meeting as presented. Voice Poll: All "ayes." Motion carried.

Public Input

Dave Urich displayed a poster entitled "Two possible 'today' connections to I-75." He discussed the current, proposed, and possible interchanges. He distributed documents to the Chair (which was later sent to all members and uploaded on the website.)

PW Planning and Permitting Manager Zambrano discussed how the City and County have been working for years to get Del Prado to connect to the Interstate. She explained the justification that was needed to establish an interchange.

Phil Boller asked if he could address comments after the presentation. ***Consensus agreed.***

Ed Blot mentioned some ideas discussed at the last MPO CAC meeting that were focused on hurricane evacuation routes. He asked the MPO staff to collect data to build some justification for this interchange. Is there something we can do as a City to gather data? Is there some aerial imagery during the week prior to Irma? Do we show excessive congestion for the main evacuation routes that were planned and did they work? Part of the justification for this future interchange is evacuation.

Discussion held regarding no data was collected by City staff as far as traffic volumes in an outbound direction; possibility that residents may have pictures.

Mr. Blot stated there were several pictures in Fort Myers with date stamps of strategic intersections where there was excessive congestion. The pictures were discussed at the MPO CAC meeting.

Director Clinghan stated staff would look into it.

BUSINESS

Kismet Parkway/Littleton Road at N.E. 24th Avenue Realignment Study Update- Persides Zambrano, PW Planning and Permitting Manager and Vince Miller, P.E. Lee County Department of Transportation (D.O.T.)

Manager Zambrano introduced the guests from Lee County and AIM Engineering. She stated this was a joint project between the City and the County. The County is managing the project.

Erik Fleming from AIM Engineering reviewed the handout distributed:

- Project Location (2 slides)
- History – Previous Alignment (2 slides)
- History - ROW acquired by City of Cape Coral
- History – New Project
- History – (2 slides)
- Realignment Study (12 slides)

Manager Zambrano requested input and direction. Staff would like to present to Council on March 5th and hopefully obtain Council's endorsement for the realignment. The County staff will be presenting to the Board of County Commissioners meeting on March 20th.

Commission Member Gunter asked if there was a cost analysis for the Southern alternative other than what was proposed here. Mr. Miller responded that they have not yet revised the cost estimate with this new alternative, but he added the cost would be plus or minus 30%.

Director Clinghan asked for clarification on what would be the City's share of cost.

Mr. Cerchie mentioned \$3.5 million is in the budget for right of way.

Director Clinghan stated based on the estimate of the \$3.5 plus or minus 30%, that money is in the budget and have been planning for this out of the gas taxes, etc.

Manager Zambrano discussed the planning estimate was \$3 million between the two jurisdictions. Now the cost might be near \$8 million, not necessarily \$4 million for the City, but it may be in the area of \$3.5 million. She stated they spoke to Finance yesterday, and the funding was there.

Commission Member Carioscia asked if they were looking at any Federal infrastructure money.

Mr. Miller explained why there were not. It would dramatically increase the cost of the project, and we would have to use the Federally Uniformed Relocation Act to move forward with the project that would put several constraints via costing, how we acquire the property, and timeline to acquire the property. This would add several years on to the project.

Sarah Clarke mentioned what would be entailed with asking for Federal money. She stated adherence would be needed to the National Environmental Policy Act. There would need to be supplemental studies for additional items that the County does not cover when there are alignment studies done.

Discussion held regarding the following:

- The relationship with the LCEC property
- What property was owned by LCEC which is roughly one acre
- County currently negotiating with LCEC on a segment of property
- Could there be a land swap or a purchase?
- Appraisals would be obtained and at that point negotiations would start.

Commission Member Williams questioned what would be happening with the intersection of 24th and Kismet.

Mr. Miller stated it will be a four-lane intersection with a two-way stop from 24th.

Unknown speaker asked if it has been determined and confirmed that they were going to do the Southern route and not the Northern route.

Mr. Miller stated they were currently making that recommendation.

Manager Zambrano stated a presentation would be made on March 5th at the City Council meeting. Endorsement would be made at Council through a Resolution.

Discussion held regarding the dates for the Cape Coral City Council meeting on March 5th and the Lee County Board of County Commissioners meeting on March 20th.

Mr. Boller questioned if the County would adhere to the Interlocal Agreement where it says there is a 50/50 share on all costs.

Mr. Miller responded there would be a 50/50 share on the cost of the original project footprint. The project footprint has been expanded to incorporate the realignment of the Corbett Road improvements that the County will pay for independently of the City of Cape Coral.

Chair Cosden questioned if the Interlocal Agreement only covers what is in the City.

Manager Zambrano stated it covers only the realignment of that intersection.

Discussion held regarding what is covered in the Interlocal Agreement.

Manager Zambrano stated we have the funding to keep the project going through this year.

Director Clinghan stated if the properties that we are not going to need any more for a lift station, etc., we can come back to Council and sell it.

Manager Zambrano added if it is used for a project, the County will give us half.

County staff left at 9:35 a.m.

MPO Issues **Persides Zambrano, PW Planning and Permitting Manager**

Manager Zambrano distributed the MPO agenda for the meetings scheduled. on Friday, February 16, 2018, at the Lee County Administration East Building, 2201 Second Street, Room 118, Fort Myers. She noted there would be two meetings. The first one, Lee County MPO, would start at 9:30 a.m. The second, Lee County/Charlotte County-Punta Gorda MPO, is scheduled to start at 10:00 a.m. She reviewed the agenda items to be discussed and suggested action/comments. She highlighted the following items on the agenda: 1) Approval of 2040 Long Range Transportation Plan Amendments; 2) Review and Approval of an Amendment to the MPO Board Bylaws; 3) Status Report on the SR 31 Corridor Improvement; 4) Update on Autonomous Vehicle Evolution and Related Legislative Activities; and 5) Status Report on Burnt Store Road Corridor Improvements.

Manager Zambrano asked if the CTAC agreed with bringing the Kismet/Littleton to Council on March 5th. **Consensus agreed.**

OLD BUSINESS

Landscape Stakeholders Group Update- Public Works

Director Clinghan discussed the document distributed entitled "Proposed Landscape Stakeholder's Group – Draft Confirmed Volunteers with Technical Knowledge." He questioned if six individuals were needed. He noted the names listed were in the order of staff's recommendation: 1) Gary Scharf, 2) Alyn Kay, 3) Vanessa Hazelton, 4) Dan Sheppard, 5) Steve Brown, and 6) Marie Hauser.

Commission Member Gunter asked if they would be looking at specific projects and prioritize them.

Director Clinghan stated his goal would be to look at Cape Coral Parkway and check on tree replacements in the medians, possibly beefing up Coronado. Then have them look at the landscaping plans for 47th Terrace. He stated some rules are needed in the Adopt-a-Median. Staff recommended the top four. He stated six may be too many, there is redundancy with two Certified Master Gardeners who work together, one of them is a part time resident.

Commission Member Coviello questioned if we could make the fifth person an alternate.

Commission Member Gunter asked if all of them were Cape residents.

Traffic Engineer Corbett mentioned number 5 is not a Cape resident and number 6 is a seasonal.

Chair Cosden asked if we spoke about raising the amount we are spending on medians and having them guide the way. She asked what the current amount was in the budget.

Engineer Corbett stated for new medians, we budgeted \$300,000 per year, and for median maintenance roughly \$900,000 per year.

Director Clinghan stated that would be coming up in our Strategic Planning and the Budget if you want to put more money into medians.

Commission Member Coviello stated we talked about having different templates for different types of medians so we could stretch the \$300,000 if we had a project that we could do a mile for \$50,000. He asked if staff could explore buying trees that are very small and running our own farm and growing those trees to cut the median cost.

Director Clinghan stated we could do a cost analysis.

Commission Member Coviello stated the Stakeholder Group could discuss that.

Commission Member Gunter stated he would like the Stakeholders Group to take a look at businesses adopting a median. He stated the City's current policy is that they would have to maintain that as well.

Commission Member Williams stated having an alternate is fine but did not know if it was required since it was not a voting decision making body. He stated this group would mainly be for brainstorming. Council was not appointing people to this Committee; it is an ad hoc committee.

Commission Member Carioscia asked in the past when they had donors for medians, they sometimes put a donor plaque. Are we going to do that?

Director Clinghan stated that was still in there.

Commission Member Carioscia asked what the status was for the Cape Coral Parkway medians from Del Prado to Coronado.

Traffic Engineer Corbett stated they removed the larger trees, and they were working on trimming the remaining trees. They hoped to be finished by the end of the week. Part of the crew was pulled off to do some trimming around Pelican in conjunction with the paving. They are contracted until the end of February.

Commission Member Carioscia asked about the status on the lighting.

Director Clinghan stated they hoped to have the Stakeholders Group set up next week. Once we make a decision about putting palms or other trees back, then we will shore up the lighting and make sure the new trees are lit up.

Commission Member Carioscia asked if there could be trees higher than four feet.

Director Clinghan stated his goal with this committee would be to have something pretty decent that replaces that shade tree.

Discussion held regarding a royal palm would be perfect.

Commission Member Carioscia asked if the irrigation was completed.

Director Clinghan stated those areas should have the irrigation. He stated there would be meeting with Building Official Beckman on Friday to see if the connection we have is the correct one.

Commission Member Coviello asked about the wood on the palm trees on Cape Coral Parkway.

Engineer Corbett stated the wood on the palm trees typically stay there for two hurricane seasons and should be removed by November 2018.

Director Clinghan asked if the CTAC agreed with going with the top four.

Consensus agreed.

MEMBER COMMENTS

None.

Time and Place of Next Meeting

The next regular meeting was scheduled for Wednesday, March 14, 2018, at 9:00 a.m. in Conference Room 220A.

Motion to Adjourn

There being no further business, the meeting was adjourned at 9:51 a.m.

Submitted by,

Barbara Kerr
Recording Secretary

Item Number:	5.A.
Meeting Date:	4/18/2018
Item Type:	BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Citywide Traffic Signal Timing Coordination- William Corbett, Traffic Engineer

SUMMARY:

ADDITIONAL INFORMATION:


ATTACHMENTS:


Description	Type
▫ City of Cape Coral Signal Timing Study-William Corbett, Traffic Engineer	Backup Material

City of Cape Coral Signal Timing Study



April 18, 2018

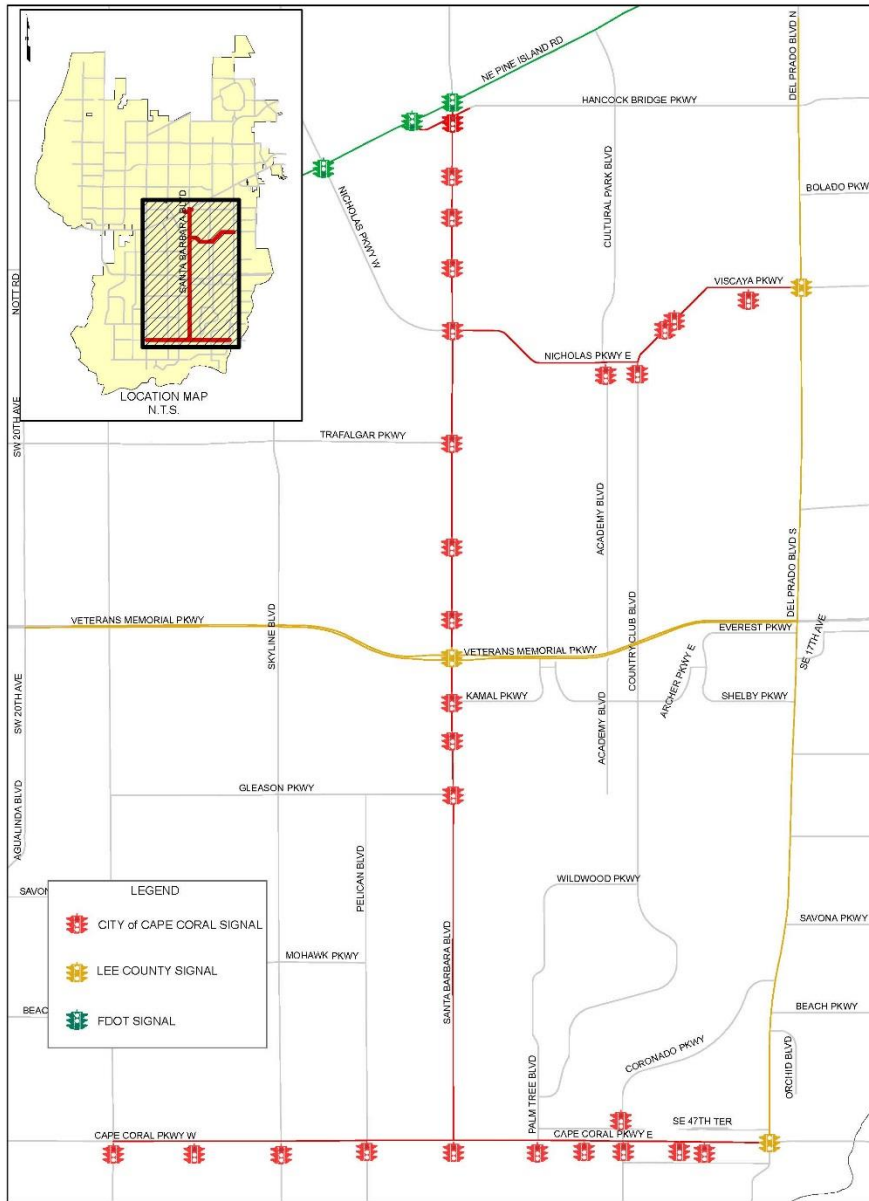
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- The City of Cape Coral applied for a \$250,000 grant through the Lee County Metropolitan Planning Organization (MPO) to conduct a traffic signal timing study for 33 signalized intersections within the City.
 - The intent of this study was to optimize the traffic signal timing at key intersections and/or corridors on the City's transportation network.

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- The City was awarded the grant and hired Florida Transportation Engineering (FTE) to conduct the study.
 - The total contract amount was \$230,322 and included the services needed to optimize signal timing, reduce delay and congestion, and improve traffic flow.

- 
- The project included City major road corridors including:

- Cape Coral Parkway from Chiquita Boulevard to Del Prado Boulevard
- Santa Barbara Boulevard from Cape Coral Parkway to Pine Island Road
- Viscaya/Nicholas Parkway from Del Prado Boulevard to Santa Barbara Boulevard


PROJECT LIMITS




LEGEND

-  CITY of CAPE CORAL SIGNAL
-  LEE COUNTY SIGNAL
-  FDOT SIGNAL

LEGEND

-  CITY of CAPE CORAL SIGNAL
-  LEE COUNTY SIGNAL
-  FDOT SIGNAL

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- FTE collected data on traffic volumes, flow rates, and travel times along each corridor during peak season January to March 2017.
 - Using this data, FTE utilized traffic engineering software SYNCHRO to model the traffic flow and adjust the timing of the signals to improve flow conditions.

- After the new timings were implemented, the data was again collected to evaluate any increase or decrease in travel time along the corridors.
- The summary of changes for the full length of each corridor is shown below:

Table 3 - Summary of Travel Time and Delay

Cape Coral Parkway													
		AM Peak				Mid Day				PM Peak			
		Travel Time (s)	Delays (S)	Stopped Delay(S)	Stops (#)	Travel Time (s)	Delays (S)	Stopped Delay(S)	Stops (#)	Travel Time (s)	Delays (S)	Stopped Delay(S)	Stops (#)
Eastbound	Existing	769	418	345	6.2	520	151	118	3.3	587	218	188	4.7
	Implemented	696	339	294	4.0	452	94	81	2.2	556	198	167	3.9
	Difference	73	79	51	2.2	68	57	37	1.1	31	20	21	0.8
	% Difference	9.5%	18.9%	14.8%	35.5%	13.1%	37.7%	31.4%	33.3%	5.3%	9.2%	11.2%	17.0%
Westbound	Existing	485	135	91	4.2	491	117	94	1.0	543	169	143	4.0
	Implemented	437	81	58	2.5	410	54	27	0	465	109	70	1.9
	Difference	48	54	33	1.7	81	63	67	0	78	60	73	2.1
	% Difference	9.9%	40.0%	36.3%	40.5%	16.5%	53.8%	71.3%	30.0%	14.4%	35.5%	51.0%	52.5%

Santa Barbara Boulevard

		AM Peak				Mid Day				PM Peak			
		Travel Time (s)	Delays (S)	Stopped Delay (S)	Stops (#)	Travel Time (s)	Delays (S)	Stopped Delay (S)	Stops (#)	Travel Time (s)	Delays (S)	Stopped Delay (S)	Stops (#)
Northbound	Existing	560	223	166	5.2	542	215	162	4.2	564	238	174	4.8
	Implemented	511	186	126	3.5	416	91	32	2.4	566	241	168	4.0
	Difference	49	37	40	1.7	126	124	130	1.8	-2	-3	6	0.8
	% Difference	8.8%	16.6%	24.1%	32.7%	23.2%	57.7%	80.2%	42.9%	-0.3%	-1.1%	3.4%	16.7%
Southbound	Existing	562	231	169	5.3	497	166	116	4.2	505	239	172	5.6
	Implemented	437	112	74	2.3	447	122	69	2.5	473	148	98	2.8
	Difference	125	119	95	3.0	50	44	47	1.7	93	92	74	2.8
	% Difference	22.2%	51.5%	56.2%	56.6%	10.1%	26.5%	40.5%	40.5%	16.4%	38.3%	43.0%	50.0%

Pine Island Road (SR 78)

		AM Peak				Mid Day				PM Peak			
		Travel Time (s)	Delays (S)	Stopped Delay (S)	Stops (#)	Travel Time (s)	Delays (S)	Stopped Delay (S)	Stops (#)	Travel Time (s)	Delays (S)	Stopped Delay (S)	Stops (#)
Eastbound	Existing	181	117	86	1.5	152	88	48	1.3	204	140	103	1.8
	Implemented	164	94	71	1.3	126	56	41	0.6	131	61	25	1.4
	Difference	17	23	15	0.2	26	32	7	0.7	73	79	78	0.4
	% Difference	9.4%	19.7%	17.4%	13.3%	17.1%	36.4%	14.6%	53.8%	35.8%	56.4%	75.7%	22.2%
Westbound	Existing	198	136	96	1.5	141	79	35	1.5	235	173	114	2.3
	Implemented	139	65	41	1.7	120	46	24	1.3	150	76	37	1.5
	Difference	59	71	55	-0.2	21	33	11	0.2	85	97	77	0.8
	% Difference	29.8%	52.2%	57.3%	-13.3%	14.9%	41.8%	31.4%	13.3%	36.2%	56.1%	67.5%	34.8%

Nicholas Parkway/Country Club Boulevard/Viscaya Parkway

		AM Peak				Mid Day				PM Peak			
		Travel Time (s)	Delays (S)	Stopped Delay (S)	Stops (#)	Travel Time (s)	Delays (S)	Stopped Delay (S)	Stops (#)	Travel Time (s)	Delays (S)	Stopped Delay (S)	Stops (#)
Northbound	Existing	216	77	81	3.5	182	63	51	2.3	218	99	79	1.5
	Implemented	142	29	11	0.5	155	43	28	1.0	173	61	39	1.3
	Difference	74	48	70	3.0	27	20	23	1.3	45	38	40	0.2
	% Difference	34.3%	62.3%	86.4%	85.7%	14.8%	31.7%	45.1%	56.5%	20.6%	38.4%	50.6%	13.3%
Southbound	Existing	202	80	69	2.0	163	44	23	1.3	225	106	87	2.2
	Implemented	144	31	19	1.0	140	28	13	1.3	128	15	2	0.3
	Difference	58	49	50	1.0	23	16	10	0.0	97	91	85	1.9
	% Difference	28.7%	61.3%	72.5%	50.0%	14.1%	36.4%	43.5%	0.0%	43.1%	85.8%	97.7%	86.4%

The final outcomes include:

- All 33 of the signalized intersections are operating coordinated signal timing plans in the AM Weekday, Mid-Day Weekday, and PM Weekday time periods along with Weekend time periods.
- Based on the travel time runs, there is a weekly time savings of approximately 7,600 vehicle-hours per week along the corridors resulting from the retiming efforts.

- The Benefit / Cost Ratio of the City of Cape Coral Signal Retiming Project is 89:1 over the estimated three (3) year life of the project.

Travel Time Benefits			
Reduction in Travel Time (Vehicle-Hours)			
Roadway Segment	AM Period	Mid Day Period	PM Period
Cape Coral Parkway - Chiquita Boulevard to Del Prado Boulevard	133.7	281.5	199.1
Santa Barbara Boulevard - Gleason Pkwy to Hancock Bridge Pkwy	86.2	221.0	50.3
Pine Island Road (SR 78) - Nicholas Pkwy to Santa Barbara Blvd	52.0	75.3	177.9
Nicholas Parkway/Country Club Boulevard/Viscaya Parkway	82.5	34.9	133.2
Weekly Travel Time Savings (Hours)			7,637.8
Yearly Travel Time Savings (Hours)			397,163.00
Value of Time (per Hour)*			\$21.03
*Bureau of Labor Statistics for Lee County			
Travel Time Benefit - Year 1			\$8,352,337.89
Travel Time Benefit - Year 2			\$6,264,253.42
Travel Time Benefit - Year 3			\$4,176,168.95
Total Project Travel Time Benefit			\$18,792,760.25

Total Project Benefits

\$18,792,760



QUESTIONS?

Item Number: 5.B.
Meeting Date: 4/18/2018
Item Type: BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Alley Repaving Program Update- Michelle Royals, PW Principal Engineer

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▫ Alley Repaving Program Update- Michelle Royals, PW Principal Engineer	Backup Material

City of Cape Coral Alley Resurfacing



CTAC

April 18, 2018



**In April 2015,
CTAC approved
the following**

What is an alley?

- An alley is a “street” used primarily for vehicular service access to the back or side of properties.
- Alleys typically extend from road to road, the entire block length down the center of a block, adjacent to the rear property line.

Why Do we have alleys?

- Alleys provide access to the rear of a property for commercial and industrial purposes. The users of these properties can utilize the alleys for business related activities such as product deliveries.

Existing Alley Conditions

- There are over 75 miles of platted alleys within the City. Approximately 12 miles of these platted alleys are paved. The majority of the unpaved alleys are located in residential areas of the City which are not yet developed because the adjacent lots are not yet developed (i.e. NW Cape Coral)



Existing Alley Conditions (Cont.)

- Many of the paved alleys were improved as part of the adjacent commercial development.
- The City has resurfaced 3.33 miles of alley as part of the 2016-2018 Alley Resurfacing Plan.
- 2 miles of Alleys along Del Prado cannot be resurfaced because of unimproved gaps between paved sections.
- Roughly a ½ mile of unimproved area will require extensive construction. (i.e. paving, drainage, etc.)

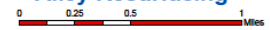
2015 Recommendations

- Resurfacing of the existing alleys in the CRA and Del Prado areas can be completed the first three years of the program.
- The resurfacing will not include alleys needing demolition and reconstruction to complete missing segments.
- The preliminary cost is approximately \$1.2 Million.
- The proposed budget is \$500,000 per year for the first 4 years.

3 Year Alley Resurfacing Plan (2016-2018)



Proposed CRA/Del Prado Alley Resurfacing



This map is not a survey and should not be used in place of a survey. While every effort is made to accurately depict the proposed area, errors and omissions may occur. Therefore, the City of Cape Coral cannot be held liable for incidents that may result due to the improper use of the information presented on this map. This map is not intended for construction, mapping, or programmatic applications. Please contact the Department of Public Works for any questions regarding this map.
4/11/18 S. Fetherly for M. Rowe

Alley Resurfacing

	Budget	Spent	# of Alleys	Miles	Cost / Mile
FY 2016	\$500,000	\$319,240	21	1.56	\$204,641
FY 2017	\$510,000	\$282,546	15	1.77	\$159,631
FY 2018	\$520,000	TBD	TBD	TBD	TBD
	\$1,530,000	\$601,786	36	3.33	\$180,717 (Avg)

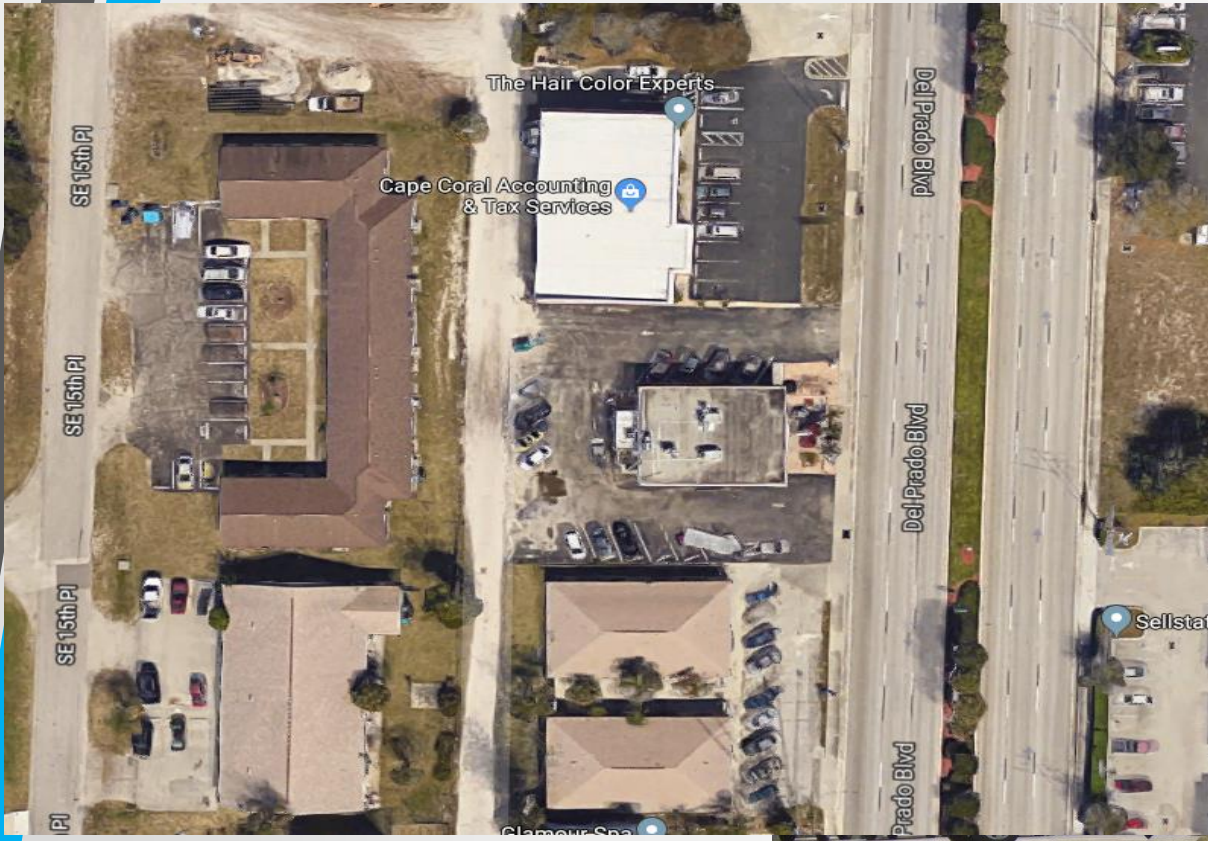
- **\$408,214 Funds remain from FY 2016 & FY 2017**
- **Bids received were lower than expected because staff had not bid this type of work in the past.**
- **Staff was also able to reduce amount of drainage improvements from what was originally expected.**

Recent Complaints



Recent Complaints





Future Options

1. Continue with 2015 Recommendation
2. Apply an Assessment to the property adjacent to the 0.5 miles of unimproved portions of the alleys
3. City fund the paving and drainage work required to construct the 0.5 miles of unimproved portions of the alleys



Questions?