





































TR So, if I may come back to your question about the parking. There was an earlier version of this plan where everything was much wider and we had reduced a lot of the parking. And, because of the feedback, I assume, from yourself and others who are on the street, we've been massaging the street section to reintroduce the parking back. And, as I say, it's all a process and it will continue being refined with input like yours and other residents.

00:52:58

Public What I did with this is I took a couple of pictures on my phone. I took the typical parking [unclear]. I can't park in front of my house because someone else has parked there. There's only 18. Pass those around. This is a typical day. This is what it really looks like.

?? Yes, that's really bad.

Public We don't have garages even big enough for a car.

CM I wonder if it would make some sense to spend some time on Beach Road, so that we make sure we don't get through this meeting without dealing with Beach Road. We can always come back to San Rafael.

JL Thank you, Craig. I agree. Let's do that and we'll get Travis' presentation and then we'll have questions relating to that.

TR Beach Road seems to be less controversial as I mentioned.

BM There's only one owner [laughing].

NK Yes, thank you, Sheriff [?] [laughing].

00:53:58

JL Peter, go ahead, please.

UM Just before you go to Beach Road.

TR Yes.

UM I'm just curious. The extensions I [unclear] for parking down from across San Rafael [overtalking] West Shore. I don't think they've planned enough parking. Parking off West Shore Avenue. The previous slide [overtalking].

JL Yes, the question, is that necessary. I had the same question, Peter. I think it's a good one.

UM I guess it's greedy, but you seem to be [unclear] private property and I'm wondering what that is.

TR No, this is all right of way.

UM It's not. I'll tell you for sure it's not, but okay.

TR The bit where it's showing green here is [overtalking].

UM If you go backwards to the previous one. That one.

TR Yes.

UM With that yellow and it crosses the side of the building right there.

00:54:52

TR Oh, this is just the existing driveway.

UM No, no, it's not. But, it's okay. I used to own that parking, so I can tell you typically it's not. But, that walk path, that's private property right where the walk path is. I can promise you that.

TR This? It's a little triangle pathway.

UM Right by the edge of the house where the shadow line is. Right there.

TR Yes.

UM That yellow path right there. That path that you've drawn, that's private property right there. So, and I'm just curious about the extension of that grass, aside from a slow red [unclear] onto the path, what is that that you do on the [unclear] green [overtalking], but it really hurts that property.

TR So, what we were looking at. There is a small pocket part at the beginning of the path and what we were looking to do was simply expand the landscaping around that park and make it more green. It should not be on the private property. And, if it actually is drawn that way then it's misdrawn because the expansion is taking advantage of the narrowing road. It should not be touching the private property.

00:56:07

UM But, it makes that house subject to a shared driveway and having to alter its entire front yard, basically [overtalking]. It just seems a lot to ask one party to bear such a burden.

TR Well, that's certainly not the intent and perhaps... Wait a second. Perhaps it's misdrawn. Are you saying this is not the entrance to that house?

UM No.

JL He's correct. I think this is just a mis-drawing, right. It can't possibly be the case that you're intending to build it as it's depicted here because that wouldn't work. It sounds like the sort of thing that conceptually is depicted, but would get hammered out when it is actually drawn.

UM Okay, that's wrong. The structure is the garage and on that same plane [overtalking] you drive [overtalking].

TR Okay. Then our base file is wrong because it did not show that there was a driveway

there.

BM Peter, correct me if I'm wrong because this has always been my concern right down here. Well, certainly, my concern was parking they were going to take that out. But, based on your knowledge which is better than any of ours is, so where the parking lines are I believe that all that green band along there is actually all taking away width of the street there.

00:57:30

UM Actually that's the [unclear] short. I would say the parking line [overtalking].

TR Right here which [overtalking].

UM If you pulled that [unclear] there, right there, the parking line is probably around the little fountain there. Probably about right there.

TR Okay.

UM It goes this way. It goes the same angle as the coastline.

TR Understood. So, we'll need to verify that we have the correct base file.

NK Of course.

BM And, Travis, my concern was that because I was pretty sure that all of that greenery was in what is now a street, which would dramatically narrow that street right there and the fairly critical curve.

UM I'm not sure of the point of that park extension is right anyway. I think all it does is just restrict that driving area and leave [unclear] parking on the front [overtalking].

JL Yes, I think when you go to actually draw it up from this concept, you'll find that what Peter is saying is correct. That not only does that encroach as it's depicted here on that property, but, and what Bob said also is correct, that it would dramatically narrow that intersection of West Shore and San Rafael. So, I don't think we need to debate it here, but I think we need to go back to look at it. If people agree on the concept and it gets drawn, I think you'll find that that has to get revised or as you draw it, it would look a little bit different.

UM Absolutely.

00:58:54

NK Can I have a second [overtalking].

UM I think I would have liked that, and what Chris John was saying as well, elements that impact properties in particular, at least put a designer if you have one too because certainly, a designer will need to look at this [unclear] from the perspective of having X individuals [inaudible]. I mean please look where am I impacting individuals.

TR So, that would be part of the process.

NK Those are good points. What might be useful -- taking a second look at this -- is to clarify what you were referring to before as the red line. To clarify where on that picture the flood barrier exists so that it's clear that part of it's the aesthetic aspect and part of is the essential barrier portion of it. I think it continues on along to West Shore, doesn't it?

TR Yes, this is the [overtalking] wall.

00:59:57

NK Right. And so, I think that would help clear it up. But, thank you very much. And, again, it's conceptual so there's lots of opportunity for change. Very good points.

TR Thanks [overtalking]. So, the concept is that we are trying to avoid the use of any deployable elements and gates -- I think the original concept had like 14 or 15 gates that would have to be operated. And, what we're doing here is, right now Beach Road is a separated with a median in the middle. We're basically consolidating the [unclear] to one side and then that gives us enough space to basically slope up and raise the waterfront area and be able to do this in such a way where there's no gates required, so fully passive.

And, as well, looking for co-benefits, looking for opportunities to expand public space and parks and really create a feature centered on the city's skyline view in the middle of the project. So [overtalking].

BM Travis.

TR Yes, sir.

BM That would require BCDC approval in filling the bay.

01:01:46

TR So, there's two versions [overtalking]. So, there's two versions [overtalking]. So, the base line version stays completely in board of the current [unclear]. And, we have what we call a philanthropic opportunity of utilizing the city-owned parcel here. But, this is not integral to the flood protection project. That's simply noting an opportunity to perhaps create some interest and excitement, get philanthropic investment in the project and so forth. But, you're right it would require a [overtalking] and so forth if it was to go forward. And, that's why it's shown as an option.

CM And, I think the concept is not to fill in the bay there. It's to go over the bay.

TR That's another [overtalking].

CM Yes, like a dock. But, yes, you'd need their approval.

AA That little prow he was just talking about is much fatter at one part, and if that was [inaudible] toward the China Cabin instead of next to the motorboat thing, there would be a lot less impact on the private property.

CM Good point.

TR Yes, exploring it this way to maximize the area where you could be looking at the city skyline in the sunset. But, the actual form of it definitely could be changed quite a lot.

JL I think that's quite a good point. That's one of the things I noticed first as well. It really does seem to disfavor the apartment building as opposed to the China Cabin?

NK Yes.

01:03:47

CM It could totally be flipped.

JL That might be academic anyway.

NK Yes.

TR And, this is just an add-on, so it's not core to the project. I think the more important thing to understand is the way that it would change the waterfront and the street section. So, we've been also working closely with Robert, spending a lot of attention on this intersection where right now is a traffic circle. So, one of the things that we recognized early on is how difficult and unsafe it is for pedestrians to get from inside the town to the waterfront. The only crosswalk is all the way up here. And so, what this does is it normalizes the intersection, which also makes it easier for trucks if they need to get in for loading for the yacht club.

And, it expands this part. Expands also the parking opportunities in this area, but creates a safe series of crosswalks and progression to the waterfront. And, I think as the design progresses, this area will continue to be refined, particularly with input from the yacht club and the private owners. But, this is our current state of development in trying to balance the needs of all parties and make sure that we have space for the flood protection. Also, so you understand how this is working functionally. This part between the trees and the yacht club is basically a clumping up, becoming a raised park and this intersection, as it gets reconfigured will also be raised as a hump and that's basically where the flood protection hides underneath that raised road to connect up the hill.

JL How much would the road be raised? How many feet?

01:06:14

TR It varies. But, it's [overtalking].

RZ About two and a half.

TR Yes, it's in the range of 18 to 24 inches. So, nothing too substantial, but we do have to kind of feather it better again.

JL And, how does the... Good. I was going to say how do the properties that are in the bottom of this picture, how do they get protection from flooding?

RZ They're above now. They're almost...

TR So...

JL They're above.

RZ They're almost above the NAVD....

01:06:52

TR So, the line of flood protection is within that raised road and following down here. Sorry, my hand is shaking from jetlag caffeine [laughing] [overtalking]. So, these buildings are behind that flood protection. Everything is behind that flood protection. The only things that are not are the buildings that are on the structure outboard. And, that made this area a lot more complicated sectionally say than San Rafael because we basically now have two heights of promenade.

So, there's a lower promenade that maintains existing access and the ramps to these buildings and then there's a higher promenade that looks out over the water and is at its most prominent where it kind of bulges out here in the middle. It takes advantage of the fact that this whole area is currently -- you're not allowed to park there anyway. So, it kind of takes the extra width of the road to create kind of a second little park and moment here. But, ultimately all connected by a bit of a green belt.

One other feature that we propose, because we had heard from some stakeholders that you have people trying to put in kayaks and standing paddle boards and they're like climbing all over people's like private homes and platforms here. So, this area to the edge of Belvedere is also a city-owned parcel. And so, we looked at kind of creating some sea steps there. You can kind of see up here. So, where that little beach is. Creating some sea steps that would allow people more direct access to the water, yes. So, those are some of the concepts that we're looking at here.

01:09:20

SW So, at its highest point, how high is that walking path going to be?

TR It's basically the same height as what the railing is today.

SW That people will be walking on top of that height.

TR Yes. So, the railing is right here. Your lower promenade and then at that height where that railing is today there would be the upper promenade. And, the nice thing is that potentially it ends up giving you this unobstructed view to the skyline because you're actually looking over the top of the existing railing.

SW And, in the other direction it's just the road. It's just the [overtalking].

TR The other direction similar to San Rafael. There would be a landscape slope back to the road.

SW So, for people living on the other side of the road, it's not blocking too many views from [overtalking].

TR Again, like three or four feet above current [unclear], so below your standing height,

below your view height.

BR What about the streets that come in to these roads? They have to... Because, you know, if they end up three feet higher then they're going to have to [overtalking].

01:10:35

TR Beach Road stays the same. Beach Road stays the same height.

BR But, widening it, the area stays the same.

TR Yes.

BR [Inaudible]. So, the pavement of where you drive on that's not going to be up at all.

TR It stays the same except [overtalking] the intersection. This intersection has a little bit of a basically a speed hump. But, the rest of the travel lanes of Beach Road stay at the level they are, yes.

NW Has [overtalking].

BM So, since this is the other... only other way off the island or .. does this plan narrow, to any extent, the drivable width of the lanes?

TR It's narrowed somewhat, but there's still, I believe, 11.5 feet wide, which, in this area generally, an urban planning guidelines would suggest ten foot wide roads.

BM Even for a road that's the only escape route off of the island [overtalking]. When you say somewhat, define somewhat. Are we talking again six inches or a foot and a half or...?

TR Yes, probably each lane around a foot and a half narrower than it is today. I see that this is a big concern to [overtalking].

01:11:51

BM Understandably with [unclear] in California go through the width of a fire engine. But, our new fire engines are larger than that. We have an issue of coming down a ten-foot [unclear].

JL So, just be clear. You're talking about 11.5 feet per lane.

TR Per lane.

JL In a now undivided Beach Road is what you propose. So, you're talking about a 22, 20-foot wide surface.

TR Basically, just enough for a [unclear] fire engine to pass [overtalking]. So, with the parking lane, the widths are only around 32 feet of paved area.

UM Does anyone have a count of how much parking is lost along there?

TR This is about a 10% reduction of parking. So, it's a handful of spots. We've mostly moved and concentrated, but as shown there's a few spots that are lost from what it

is today, but very few.

BM So, can you describe the path of travel for vehicles going from lower Beach Road to upper Beach Road? Let's say coming down Beach Road, go to that intersection, please.

01:13:22

SW And, turn left.

TR So...

BM Can we have a closer-up view from that intersection.

CM Can you zoom in? You want to zoom in on that.

UM The other slide.

JL Why don't you just go to the slide that depicts there's that like [overtalking].

NK I don't think so.

TR Oh, this intersection.

NK Yes. I think it's this [overtalking].

TR Yes, so this is a stop and they have a right-hand turn, yes. So, it's [overtalking].

UM [Unclear] this is a stop or not. How do these cars [overtalking]?

01:14:01

TR So, this would be a left-hand turn.

UM Stop or no stop?

TR Um, it's not drawn right now [overtalking].

UM Does it have a stop?

TR I guess that would be something that Robert's office would want to study.

UM That could be messy.

NK Yes.

TR It's cleaner than what it is today.

UM No, I meant without a stop.

TR Oh, yes.

SW It's cleaner because?

TR It's a right-angle, a normalized intersection. So, it's a typical turn right, turn left type turn rather than what's now is that the [overtalking].

SW Longer [overtalking].

TR Traffic circle, which makes it harder for pedestrians and traffic to navigate each other. These right-angle intersections are better for pedestrians.

01:14:59

SW I'm just thinking of what happens during the end and the beginning of school where all the school buses are... Quite a number of buses are coming through and then they stop and everybody has to stop behind them. Now, it will be in both directions that they'll have to stop because there's no [overtalking].

TR Correct.

SW There's no feeding them into the road anymore, so there's going to be big traffic jams for those periods of time, potentially.

UM Absolutely [overtalking].

BR This is not the time when you're dealing with CEQA things. But, in the CEQA considerations, there's always the possibility presented of nothing. In other words, there's always no, don't do nothing. And, it has a value because someone, well, you know, if you can get started down at design and you say, well, I guess it's there, okay, let's go ahead. And then, you say, well, but hold it. Maybe what we got isn't so bad as it is. So, I have a question to ask you. And, you may... Or, to ask anybody because you probably don't have the information. When, if ever, has Beach Road overtopped? I've been here since 1972 [overtalking].

BM Big storm.

BR Big storm of 21. That's 100 years ago, 99 years ago. So, we got involved with Beach Road because the wall was falling down. That was the basic reason that there's so much attention on it. And, the sheet piling is going to be done there. No issue. It obviously has to be done. But, this wall has nothing to do with the sheet piling. So, my question is, if it hasn't overtopped in 100 years, um, again I would ask, could we...? I don't know when it will or if it will ever overtop. I don't know. But, I know it hasn't for 100 years.

01:16:53

And, so don't just ask yourselves this question about whether the thing is necessary. Ask yourself whether, when the voters hear that it hasn't overtopped in 100 years, that they're going to be anxious to put a great deal of money into putting a wall in that will change things. So, I would ask again, assuming it would be a wonderful plan if there was danger of overtopping. But, is it possible to make the plan in a way that if there's a problem that then you go ahead and do it and a year later you've got the thing all placed? Do you understand what I'm saying?

Because I will tell you one thing, for instance, the houses on my street have sold recently... The amount of money the city's going to be getting from the taxes from the

houses from the houses on my street, you're going to sort of be on ea, sy street. And, that's going to be coming more as we grey hairs disappear as the houses are sold. And then, there will be much more money available to do things. So, where now is it going to significantly fall. The city management said in the report, if a tax is necessary. Well, of course a tax is going to be necessary. You've got a budget of \$ 8-million and you've got and expense of \$ 20-million, of course, it's going to be a tax.

01:18:18

So, I'm saying this may be very good, but could we wait? I frankly don't find the current design unpleasant. Now, maybe I'm just old fashioned. And, the idea, well, we're launching kayaks and whatever. And, I think is the thing do we really need people parking their vans at the most dangerous intersection in Belvedere and taking their kayaks across the street to put them in the water. Is that really what we need? So [overtalking].

JL I think [overtalking].

BR When looking at your design I'm only saying we do have a certain design to compare it with and that's what exists now.

JL Thank you. I think those were good points though. And, certainly, a question of do we need this at all is one that is going to be addressed. I think the purpose here is, if there's something to be done, what do we think of these conceptual designs... and keeping those issues separate is probably the right thing to do for the purpose of today.

01:19:14

SW I have a very mundane question, but is this parallel parking here or angled parking? Because I think parking is important to everybody. Are these compact spaces or are these normal spaces? Because compact spaces end up being half. People park between them and they don't count for anything.

TR Those are all narrow full-sized.

SW They're full-sized spaces. So, we're only losing 10% of parking along the whole.

TR Along the whole [unclear].

UM But, there was a question on I thought as to whether this parking didn't actually get onto to some of the land, company land that wasn't [overtalking].

TR I'll try not to mark up on the drawing here, but on the city's official maps, the land company is actually taking some of city-owned right of way. I walked down there today to [laughing] look at it [laughing].

BM Bad news.

SW We have two land companies [overtalking].

TR So, the opportunity here was to essentially take back some of what appears to be city-

owned land. But, I walked down there today to try and verify and it looks like we'll probably want to adjust the design of this to allow for those big trees to remain. So, that might need a little bit of refinement. But, of course, these are things that will happen in the next stage. And, as well, I imagine we'll probably need in a couple of areas to be updated, serviced where the city's right of way stops and starts because, yes, as it appears, the reality doesn't seem... Or, where built structures are doesn't always seem to line up with where the map says the city line is.

01:21:17

BR So, I'd just like to comment and a positive one for a change. I think it was a brilliant idea to keep two moving lanes to the north side in the evening and thereby eliminate all the [unclear]. And, to create the possibility of a sort of promenade. Congratulations from my point of view for your time.

TR Thank you. It was literally the only way to do this and make it passive.

SW I know you need to incorporate a wall in front of the yacht club somehow. Is there any alternative other than this, so you would keep the roundabout? Sorry, I was asking whether there is a way that the wall can provide the protection it needs in front of the yacht club without taking away the roundabout.

TR So, the roundabout geometry itself, like we don't necessarily need to change that this intersection is aligned. We could keep the echo of the roundabout, but the reason we went into this direction was our concern about making sure that the trucks would still be able to access the yacht club. The more important thing is that the roundabout is to facilitate the divided road. So, once you remove [overtalking] from this lane that the roundabout can be guiding you towards a lane that doesn't exist anymore.

CM Travis, isn't it also true that if you had the roundabout as it is today and you're trying to incorporate the wall into a berm, you'd have a roundabout that went like that and you'd have to go over the top of the wall in a couple of places in the roundabout?

TR Yes, if you wanted to maintain traffic on the other side of the barrier you would have to [overtalking].

CM You'd call it the Belvedere roller coaster [overtalking]. Do we have a question over here?

UM There is a [unclear] problem I see over here [overtalking]. Because you're coming off of Beach Road there's two exits off the island [overtalking] on this plan of San Rafael Avenue and then again, the vehicles coming down Beach Road right now would go straight right down to the yacht club. If you're doing a quick turn and then had to make a right or a left if there's a problem with that and that's you're not going to be able to get to [unclear]. Right now they come straight down and keep going. And, here they're going to get stuck.

JL You're talking about in an emergency.

UM Yes.

01:24:06

JL Maybe just to tease it out. One thing that could occur in an emergency is have an officer there directing the traffic and directing people to run through the stop sign and so forth and expediting it in by blocking incoming traffic and so forth [overtalking].

UM The speed by which vehicles can come down and get off Beach Road now. The number that could exit in an emergency today is superior to what that is.

JL I think that's fair. I'm just wondering to what extent. How much of a problem would it be if we had emergency responders out there directing the flow of traffic?

BR I like the median. I love roads with medians in them. Am I the only one who likes when you're driving and other people are coming the other way? I don't mean just for safety's sake, but a nice median between them and with some trees growing on it. Isn't that nice?

JL I think it's a good question. We talked about the variability on the width of San Rafael. Is there variability in this conceptual design on Beach Road? It would allow you to occupy less space for the two promenades and maintain a median. Or, is there just not enough width?

TR So, we looked at the various different sections. This was the one that was functionally the best. I agree. I like medians. But, that's three or four feet that was really helpful in being able to meet the grades on the up and overs.

01:25:41

So, I would say everything is a trade-off. If it gets narrower you see more wall and you have less landscaping. Or, you reduce more parking. All of these things are just trade-offs and a matter of what the priorities are.

JL Are there other questions for Travis about the Beach Road side?

BM One more. The eventual connection with possible overtopping in Tiburon. Is this designed to accommodate a connection with it?

TR Unfortunately, the picture, as these are just the boards. The picture is small [overtalking] because this wasn't going in the [overtalking] presentation. So, this is the flood map, the flood zone. And, to fully protect everybody you would need to do San Rafael, Beach Road and this little bit of Tiburon. But, both of these would tie into the high point of that little peak. So, they're structurally independent, but you have to build both of them.

UM I'm sorry, did you say that it doesn't tie into it, but the water will come through there if it isn't there?

TR Yes.

01:27:20

BR Well, that's wonderful. So [laughing]. If it comes through from Tiburon, now a wall will

serve to channel it right into the lagoon because it can't get out because we've got a wall. Do you understand what I'm saying? If the water comes down Main Street or comes from behind Main Street, it will get trapped behind our wonderful wall on Beach Road and go right into the lagoon if you don't have the Tiburon piece of it. As I said in my letter to the editor it's like the Maginot Line. If you're missing a piece of it [overtalking].

TR So, the [overtalking].

UM It might as well not be there.

TR There is the possibility that Belvedere could say Tiburon's never going to build what they're going to build and you go it your own way and close off... Raise a road and close off that path. It's just a hell of a lot cheaper if Tiburon takes care of this, as it's a very small breach point versus what you're going to have to build if Tiburon did not act.

CM And, Bill, in answer to your question. When Stetson first proposed the barrier up in Tiburon -- it is Tiburon so you can't build on their land -- but, it was a very inexpensive option, you may remember. And, Tiburon is going to be interested in that because that barrier for them also keeps the library and city hall from being under water as well the business district.

01:29:05

UM It's just a leak.

CM Not worried too much about that because [overtalking] informal responses from Tiburon officials are, yes, they've got a big a problem as we do. They're going to go along with this. And, in fact, the cost of the original Stetson proposal was I think only \$ 100,000 for Main Street.

JL For the deployable [overtalking].

BR It was an inflatable balloon. It was like a giant condom and it wasn't going to... And, it would have to be inflated anytime there was going to be a flood [laugh]. No, it was ridiculous. And, that's why it was completely abandoned.

TR Ideally, we would work with Tiburon to [overtalking] a passive solution.

BR No. I know I [overtalking]. Deirdre from The Ark. I was asking back in the day. I was asking Deirdre, well, you know, there's this Tiburon thing and she's, well, I approached some of the people at the Tiburon town government or whatever and they said we're not interested in this. Now, I don't know. I'm not saying the information I got is incorrect, but it's not going to be a giant balloon because I think [overtalking].

BM Yes, after the balloon they came back with other proposals, like Chicago uses. So...

UM Oh, I'm sorry.

BM So, don't assume that the only option was an inflatable balloon. There were other

options that they subsequently came back with. Am I right?

01:30:26

CM Yes. That's true. There are a number of deployable options and there's also, as was mentioned before, if for some reason Tiburon did not want to protect itself and did not want to do anything, we have an option for just protecting Belvedere that would tie into this set of [overtalking].

BR But, that's a 300, as I recall, it was a 300 foot wall that runs behind the Board Walk Market or something.

CM Yes, that's right.

BR All I'm saying is, before we launch into building three-quarters of the thing, although the opening may be small, a lot of water can come through it okay? And because and, in fact, ours would be worse. We would have a worse situation having a wall and not having Tiburon than not having a wall ourselves because we would trap the water coming from Tiburon in the lagoon. These are all important considerations.

JL Agreed. And, I think they've been well-made by you today and in the last meeting and certainly city council is going to have to take that into consideration. And, I guess one question I have ... are there other questions for Travis while he's here about the conceptual designs here on one Beach Road?

BM Just that [unclear] spot. Is that where you drive into Corinthian yacht club or?

01:31:42

NK No, somewhere else.

SW That's where the ferry comes in.

UM It's the whole length of old Main Street. So, one block of old Main Street.

TR Yes, commercial street.

BM Thanks.

TR So, it would very much be [unclear] down to save their economic [overtalking].

JL Right, other questions for Travis either about the Beach Road concept or the San Rafael concept?

SW I would just state one concern I have, which is I do worry about the traffic flow from upper beach to lower beach without that roundabout. It does feel like that could be a real jam point there. I could be wrong.

NK I think at some point in the process down the line we may want to have a traffic consultant take a look. There are other points in the city that the traffic safety committee is identifying as points where we might want to have a traffic consultant. I think it's worth considering whether or not it's more difficult to come out of the new

egress point, the new proposed egress point and go right. It may, in fact, direct exiting vehicles to the left which would be a different evacuation point off the island. This is only one of the two. We don't know which is going to be impacted.

01:33:14

These are the things that we ask of traffic consultant to look at. It's sort of their [unclear]. All good points though, but probably beyond the scope of today.

TR This is another one of those trade-off things ...is that most of the things that you do to make things safer for a pedestrian are intentionally to slow cars down. And, it just works against intents for [overtalking] the egress quicker and easier. So, it's about balancing the priorities. Most of the reasons that cities are narrowing roads now is to make them safer for pedestrians, because it slows cars down.

JL Thank you, Travis.

UM Thank you.

TR You're welcome.

NK Thank you very much.

JL Are there other comments or questions from this group about how we want to proceed and what recommendations we might make to the city council at the conclusion? It occurs to me that there's been a pretty good discussion. A lot of very good questions I think. There will be minutes of this meeting, obviously. One thing we could do is have a motion to convey the minutes to the city council and ask them to consider the observations and concerns that are expressed. And, remain open to a request from them that we reconvene, perhaps after the February city council meeting, if that's something that they believe would be profitable for us to do based on input at that meeting. Is that a motion that makes sense?

01:34:55

UM I would like to ask since the display has only been put up now and the city council meeting is on the 10th. And, according to the staff report, there's a desire to have the public come in and look at the renderings. I'm not sure that another ten days is enough time. That maybe it should wait to go to the city council until the next meeting because then the people will actually have a chance to look at the renderings and give their input.

JL I think that's a good point. I mean that is one of the options that we talked about, but I guess the question that is raised is should we propose then to meet again as a body after the February meeting? And then, hold onto our comments until the input at that city council meeting. And, we meet again and then present our observations to the city council.

UM I would say [inaudible].

01:35:54

JL Okay. I mean that's a very good alternative and one that we outlined at the outset. So, I would entertain that motion. And, it sounds like you've made a second [laughs]. Is there a second?

UM I'll make it.

JL Very well. All in favor, aye.

UM Aye.

JL Okay. It passes. So, I think what we should do, Craig, is perhaps could we lean on you and your office to propose a date for this group to meet in sort of the latter part or maybe the last week of February, whatever? So, we can do... When is the March meeting?

CM When is it? March 9th.

JL So, maybe the last week of February.

UM The more public input we get, the more exposure I think is the better. I don't know if we're in a rush. I guess I'm not sure how many people know that it's been in The Ark. It's been somewhat exposed. I think getting people to comment is better than not. I don't know if we can [unclear] new road and the [inaudible].

01:37:07

NK I agree with that. I would certainly like to have a longer rather than shorter period of public comment. And, I want to make sure as much comment as possible gets to the city council. And so, if this group has an opportunity to weigh in, that's great, but I would like to make sure that all written comment be made a part of the record. I'm happy to work with [overtalking] staff to agenda... Excuse me. Excuse me. I'm happy to work with staff to agendize that at the direction of this committee. So, as I understand it, did you want the city to have any kind of study session at all on the February meeting? Or, would you like to wait entirely until March, which is also okay with me? I just want some clarification on that based on the motion.

JL Yes. I mean it sounds like we should clarify that and if anyone else wants to weigh in they should. I think what I was hearing was that this group wants to convene again. Take the input that comes between now and that late February meeting, input that comes to the city council on February 10th at its meeting, and then try to summarize our observations and present them in advance of the March city council meeting. Is that what folks intended?

UM Still not clear. Is the city council going to consider it in February? I'm unclear about what you mean.

JL I don't believe so. I think the city council is going take input based on the [overtalking]. I think it was a meeting intended to take input, not decision-making.

SW I still think it's important to take the input that this committee has already provided today in addition to the public comment to the city and then we can review everything

again afterwards.

01:39:15

JL I think that's worth contemplating.

NK So, shall we agendize this as a study session for February? Is that what you have in mind?

JL Craig, has this been recorded so that we have it verbatim?

CM Yes.

JL Yes, I think the city council really should carefully read the verbatim comments that were made today and, if it's necessary to have that as part of the agenda of the February meeting, then that would seem to make sense. But, no decision has been made.

NK Exactly. That's my understanding. Are we good?

JL Yes. Sounds good. All right. Well, thank you, everyone. I think this is really helpful. And, if there's nothing else, we're adjourned.

01:40:01