Theo & Malone Public Meeting Minutes

Councilman Medina started the meeting with an Introduction. He noted there are problems with drivers coming off the roadway near Buffalo and Malone. Councilman Medina also stated that there was a previous public community meeting to discuss this project and another one will be held if desired. Councilman Medina also noted that the city service center on Zarzamora south of Malone was in the process of being relocated to another location. The old service center location on Zarzamora is planned to have new 300,000 square feet of development that could include multi-use family dwellings and also commercial businesses.

Mike Frisbie spoke next and he noted that the meeting being held tonight was to let the area residents know of the possible options for reconstruction of Theo and Malone. Mr. Frisbie also noted that this is an opportunity for the area residents to provide feedback on the different options that are available for the roadway reconstruction.

Hugh Guillen spoke next and he introduced the representatives from LNV, the design consultant for the project, which included Byron Sanderfer and Russell Morkovsky. Hugh started off by mentioning that it is possible that there may be two more public meeting for this project to include one during design at the 40-70% design phase and another at the Here We Come Meeting at the start of construction. Hugh also noted that during the design phase it is very likely that AT&T would start their adjustments around the 95% design phase.

Mike Frisbie added that all bond projects are done in a fashion to make sure they are reconstructed completely which includes replacing the entire existing underground infrastructure with new facilities. This allows for each utility company to complete their upgrades at the same time as our street reconstruction project and this in turn prevents utility companies from coming back after the street is reconstructed and making repairs to the old utilities since they are upgraded at the same time.

Hugh Guillen continued with his presentation and noted that it is the cities preference to relocate the existing power poles from their current location to one foot from the ROW line. In addition, the project will include the installation of a new 7” curb. Both the power pole relocation and the 7” curb will make the area safer from driving as well as for residents that live in the area.

 **Street Reconstruction Option 1 was presented.**

Question: Why is a bike lane needed? Hugh noted that Option 1 has a bike lane in it but there are other options that will be shown that remove the bike lane.

Question: Where will the power poles be located? It is planned to move the power poles to 1’ off of the ROW line.

Question: Will the bicycle lane be restricted? Under this option, parking would not be allowed in the bicycle lane. It could be signed to prevent parking in the bike lanes.

Question: Is it possible to prevent heavy vehicles from going down this roadway? No, a city street would not allow for the option to remove heavier traffic.

Question: Is thicker pavement planned for this street? Yes, thicker pavement is planned due to the heavy traffic and the bus traffic.

**Street Reconstruction Option 2 was presented.**

Question: Where will emergency vehicles go if this option is selected? It was noted that emergency vehicles would have limited space for this option.

**Street Reconstruction Option 3 was presented.**

Question: Why not keep the same existing cross section? It does not allow much room for improvements or amenities such as landscaping and wider sidewalks.

Question: One resident asked why PVC pipes are still on new poles. Hugh noted that he would review the poles in question and see if there is something that could be done. Resident noted that one of the PVC pipes was repaired with electricians tape. It was noted that this was not acceptable.

**Street Reconstruction Option 4 was presented.**

This was noted as the recommended option. It was also noted that this would have a shared lane for vehicles and bicycles. This option would be signed as a bike route.

Question: Theo ends before Zarzamora? No, Theo parallels Malone and the base project includes reconstruction both Theo and Malone from IH35 to Zarzamora.

**Street Reconstruction Additive Alternative Option was presented.**

Question: The additive alternate does not allow for parking? Correct, no parking will be allowed on the street.

Next, the floor was opened for discussion of the options.

One resident noted that the option with no street parking on the base bid project is not a good idea. It was noted that there are many cars that park on the street and the resident asked to not eliminate parking on the street.

It was noted that Option 4 is recommended and it does allow for bicycles with a bike route.

Question: What are the beautification options for the projects? It was noted that trees are planned for the project as well as making the parkway wider.

Question: Why not do Malone from Zarzamora to Frio and eliminate the beautification features from the project? It was noted that the beautification options for the project are limited and there is no big savings in the project by eliminating them.

Question: Is one option the landscaping? No it is included in the base bid project.

Question: The COSA maintenance yard was moved from Zarzamora? Yes but it is not part of this project. The resident was happy to hear the maintenance yard was being relocated. There are lots of heavy vehicles that turn into that area.

Question: Are you forgetting about the area from James/ Buffalo? No the project includes that area. Theo and Malone are being reconstructed from IH35 to Zarzamora.

Anibal Gutierrez noted that new drainage would be added as needed to the project.

Question: Later, will this corridor be extended to the Mission Concepcion? It was noted that Theo and Malone from IH35 east to Concepcion will not be part of this project but it is possible it could be added on the next bond project.

Question: Resident noted that the area is referred to as Palm Heights and could palm trees be added to the project? Yes palm trees could be included on the project but it was noted that palm trees can require allot of maintenance which is not cheap.

Resident noted that they would prefer low maintenance landscaping and/or xeriscape.

Question: Will utilities be moved from the alley to the street? No.

Question: Will only the utilities in the street improvement areas be replaced? Yes.

Question: What will be interruptions to street? It is possible to make one street 2-way traffic to allow for construction on the other street but only if traffic engineering allows it. It may be confusing to the residents and could cause accidents. It will be considered as an option.

It was also noted that the work could be completed 24 hours per day but this would make it hard to sleep when construction work

Question: Will the street be constructed in sections or all at once? It will be constructed in sections.

Question: Anyway to do the construction work faster? No. It was noted that it is always the goal to beat the schedule but it is hard to do a project of this size in a limited amount of time. The work will be phased to minimize the disruption to the area.

Question: Is this schedule normal for this type of work everywhere? Yes, this type of work will take the same amount of time no matter which side of town it is on.

Question: Does this project include signage work on IH35? No, that is out of the project limits. It was noted to contact TXDOT if there are concerns about the signage.

One resident noted that the bike lane is not wanted. Another resident noted that there was a bicycle count completed recently and only 1 bike passed by in an 8 hour period.

A raise of hands was requested to see if everyone liked the recommended option the best (Option 4). It appears the majority of hands were raised and Option 4 appeared to be very favorable.

After the meeting a resident had concerns about a concrete slab that was installed for the garbage and recycle cans. He stated that the concrete around his driveway was broken by that contractor. We stated that we would look to see if there is any alley maintenance planned in the area. The resident lives at 1030 W. Malone between Buffalo and Orey. Jesse Ramirez at 534-7109.

Byron Sanderfer of LNV requested an electronic copy of the power point presentation.