

CITY COUNCIL STUDY SESSION MINUTES

August 2, 2016

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a Study Session at 5:30 p.m. in the Municipal Building Conference Room on the 2nd day of August, 2016, and notice and agenda of the meeting were posted at the Municipal Building at 201 West Gray, and the Norman Public Library at 225 North Webster 24 hours prior to the beginning of the meeting.

PRESENT:

Councilmembers Allison, Castleberry, Chappel, Clark, Heiple, Hickman, Holman, Karjala, Mayor Miller

ABSENT:

None

Item 1, being:

CONTINUED DISCUSSION REGARDING THE CONVERSION OF MAIN AND GRAY STREETS FROM ONE-WAY TO TWO-WAY.

Mayor Miller said tonight's meeting will be a continuation of the discussion regarding conversion of Main and Gray Streets from one-way to two-way. She said this study has been reviewed by the Economic Development Advisory Board and is an important issue for the Chamber of Commerce and the Downtowners Association. The study fits into a bigger plan of redevelopment, Griffin Hospital land development, and the James Garner Boulevard extension. She said this discussion began in City Council's Conference of July 12, 2016, but time did not allow for all of the presentation.

Mr. Shawn O'Leary, Director of Public Works, reintroduced Mr. Kevin St. Jacques, Freese and Nichols, to continue discussion on the study, which has been ongoing for a year. He said it was hoped the study would be accepted and the City would move forward with whatever Council recommends. In the July 12th meeting discussion included all of the downtown projects, how they overlap with the Railroad Quiet Zone and their direct connection to the Main and Gray Two-Way conversion. He said Staff is recommending the study move forward for City Council acceptance.

Councilmember Castleberry asked Mr. O'Leary to talk about the difference between acceptance and adoption of the study. Mr. O'Leary said acceptance of the study does not commit the City to constructing or funding anything, it simply closes the study phase of the project. Councilmember Castleberry asked if closing the study phase allows payment to the consultant and Mr. O'Leary said acceptance of the study basically says Council has reviewed and accepted the study as presented. Mr. O'Leary said in many instances, these types of studies or projects could go on for ten years so it is important for future Council to know the study phase of the project is complete. He said *adoption* of the study could mean the City is going to move forward with the project, but that is not always the case.

Ms. Kathryn Walker, Assistant City Attorney, explained that accepting the study does not create new policies and does not bind Council to take any action. She said the Council accepts instead of adopts in order for Council to continue to study the issue as well as allow Staff time to do any additional work. Mayor Miller said it will also allow Council to use what has been presented going forward.

Mr. St. Jacques said in the July 12th meeting he outlined the purpose of the study that included goals and objectives and tonight will discuss recommendations, pros and cons of one-way versus two-way, and implementation.

Mr. St. Jacques said Norman changed Main and Gray Streets to one-way streets in order to distribute traffic off the congested street as well as reduce movement conflicts and crashes and conversion of Main and Gray Streets back to two-way streets could provide potential economic enhancements. He said other reasons to support the conversion include addressing terminus configuration issues; development intensity/attraction imbalance; traffic volumes or traffic patterns have changed; development patterns have changed; and it is consistent with Center City visioning process.

The goal of the conversion is to recover the street with a balanced combination of cars and people. These streets are experiencing high speeds which can be mitigated with one lane for each direction with a turn lane in the center, which will force slower traffic to evolve. The objective is to accommodate traffic as well as people and encourage businesses to come back into the downtown area. During the Center City Visioning process it was determined this is what everyone wanted to happen downtown and stated the cross section for that is a one lane each direction with a center turn lane on both Main and Gray Streets. He said the Chamber of Commerce adopted this as part of their legislative agenda. The core attributes for economic development downtown exist in this two-way section.

Mr. St. Jacques said the existing one-way character consists of one direction traffic flow in three lanes, angled parking on both sides of the street, and bulb-outs for 36-inch pedestrian crossing. The downtown area has all the ingredients for economic development except the one-way traffic pattern does not seem to fit with what is desired for the downtown area. The new configuration will keep three lanes with one lane each direction, left turn bays at intersections, angled parking on both sides, and retains bulb-outs for 36-inch pedestrian crossing. Other options could include two lanes eastbound on Main Street and one lane westbound, which could be easily converted by restriping.

Pros and Cons of Implementation

Factor	Positive Attributes	Negative Attribute
Traffic Operations	Creates a calmer traffic environment better suited to Downtown destination. The new directional flow on both streets provide more direct access to destinations.	Higher average delay, lower LOS, parking interrupts flow of the one through lane
Train Crossings	Queuing traffic still has two lanes in each direction spread across two streets, queues generally dissipate after one traffic signal cycle	Traffic queues are about 1.5 to 2 times as long as existing, back of queue extends to over 3 blocks on Main Street during PM peak
Pedestrian Crossings	The bulb-outs are retained, keeping crossing distances minimal with good pedestrian visibility and accommodations	Pedestrians must watch for added conflicts from left and right turning vehicles from added traffic direction
Parking	Retains angled parking on both sides, center turn lane allows use of angled parking from both directions by smaller directions	Added cost to re-orient parking stalls and modify bulb-outs; large vehicles would need to turn from through lane to enter opposite side parking
Special Events	Downtown functional as a destination with same amount of angled parking and new parking garage, traffic flow more logical for visitors	High traffic generation events will not be as well accommodated for throughput.
Development	The two-way flow of traffic on both streets and the traffic calming allow for better visibility of businesses, less focus on passing through Downtown	Current pass-thru traffic may divert to other routes, reducing exposure. Delivery trucks will be forced to use side streets and alleys

Councilmember Holman asked if the model shown was based on peak traffic with a 20% increase and Mr. St. Jacques said yes, it will accommodate up to 20% growth.

Mr. St. Jacques said all the angled parking could be retained, but when traveling in the opposite direction the City has a choice of either spending money on removing bulb-outs to convert them to receive the new direction of angle parking or restriping and losing a couple of angle parking spaces on the ends. He said another possibility is back-in angle parking with the current striping. He said the positive attributes of back-in angle parking is that when a person backs into a space and comes out, the driver's window is looking at the incoming traffic creating better visibility. He said it does take a lot of getting used to, but since there is a divided center median it cannot be crossed to get into the parking space across the street. He said one side of the street could be back-in parking and the other side of the street would be front angle parking, but the City could experiment with that and if it does not work, angled parking could be changed. Mr. Holman said he uses the analogy "would you rather back into a parking space or back into oncoming traffic?" Mr. St. Jacques said there will be more opportunities for development on a calmer street, especially on Gray Street.

Councilmember Clark asked for clarification about how a raised median would affect parades. Mr. St. Jacques said if the median stays flush and is painted it would not present a problem, but if the median is raised with possible plantings then only one direction of traffic could be used for a parade. He suggested Gray Street as an alternative if Main Street had raised medians. Mr. Angelo Lombardo, Transportation Traffic Engineer, said the estimates presented in the report do not include raised medians.

Mr. St. Jacques provided the following cost estimates:

Traffic Signal Modifications (opposite flow signal assembly at 7 intersections – foundations, poles, signal heads)	\$ 350,000
Traffic Signal Modifications at University Blvd intersection at Main and Gray Streets	\$ 125,000
New traffic signals (4 intersections: James Garner Blvd @ Main and Gray Streets and Lahoma and Jones Avenues at Main Street)	\$1,000,000
Intersection modification for westbound Main Street at Porter Avenue	\$ 120,000
Intersection modification for northbound Main Street at Main Street	\$ 200,000
Intersection modifications for Webster Avenue at Main Street	\$ 120,000
Pavement markings and opposing direction signage	\$ 200,000
Railroad Crossing Improvements at Main, Gray (Quad Gates) and Supplemental Safety Devices for Railroad Quiet Zone	\$2,000,000
Design Fees for Implementation	\$ 750,000
Total Potential Cost	\$4,865,000
James Garner Avenue 3-lane improvements from Acres Street to south of Main St.	\$1,000,000
Total Implementation Cost	\$5,865,000

Councilmember Holman asked if federal funds are available to help with these costs and Mr. O'Leary said most federal dollars are used to reduce congestion, i.e., widening Lindsey Street, but this study is going in the opposite direction. Mr. Lombardo said there is nothing to keep the City from applying for these funds; however, the criteria for selection of projects is driven more by increasing capacity and improving traffic flow.

Councilmember Clark asked if there will be bike lanes and Mr. Lombardo said as long as there is on-street parking it is not safe for bicycles to travel behind parked cars. Mr. St. Jacques said all three lanes are needed to process the traffic with a center turn lane and if bike lanes are added, the center turn lane would have to be eliminated, which is not good for traffic flow. Councilmember Clark said if there are no bike lanes and bicyclists cannot ride on the sidewalks, where will they ride? Mr. St. James said the City has great accommodations on parallel streets so bicyclists do not have to travel on Main Street.

Mr. O'Leary said the study has been reviewed extensively by the Bicycle Advisory Committee (BAC) and they were the ones that did not want bike lanes on Main Street.

Councilmember Hickman is concerned what is in this study is not what was discussed and what people are expecting from the Center City charrette process. He said during the charrette process people desired center medians with lights and plantings as well as a more aesthetically pleasing, pedestrian friendly, walkable downtown if the changes are made. He said Council needs to be cognizant that if the conversion is done it needs to be done right and make this more of a place making type project. He is uncomfortable with this study being "the desired two-way character" because citizens do not want the City to spend \$6 million on something that has virtually no changes in aesthetics and slower traffic flow. He said Council already receives enough complaints from constituents about traffic flow issues throughout Norman. The City will be disappointing the community and people will be upset if the City does not really improve the issue of getting people downtown and take advantage of the slower traffic.

Councilmember Heiple asked if there is a chance to have Main Street created as a "complete street" and Mr. O'Leary said in some ways the study does that, especially if raised medians are used. He said complete streets generally have bike lanes, which this configuration does not have. Councilmember Heiple said Main Street can still be a complete street without the bike lanes as long as bikes are incorporated so the street is equally vetted for cars, bikes, and pedestrians. Mayor Miller asked Mr. O'Leary to explain what a complete street is and Mr. O'Leary said a complete street provides for all modes of transportation that includes bike lanes, wider sidewalks, buses, cars, trucks, accessibility, etc.

Councilmember Clark said the obvious solution that no one will want to do is get rid of the parking, especially if the City constructs parking garages, otherwise she does not see any way we can have it all. Councilmember Hickman agreed and said he has commented before that the City wants to build parking garages and still have the angled parking right at the front door so people only have to walk ten feet into the door. He wonders what Main and Gray Streets would look like if instead of angled parking there was limited parallel parking similar to what Oklahoma City has done on some of their streets. If the City is going to invest in parking garages and wants to encourage walkability and make our sidewalks wider or have a more multi-modal space available on the streets then parallel parking could be one possibility for doing that. He is looking at this from an urban planner view rather than an engineering view and thought the City needed to have a deeper discussion of how all these pieces can work together even if that means hiring another consultant as an urban planner to make sure all the pieces work together. He said the East Main Street Beatification Project is in the pipeline and he is concerned about having so many moving parts, pieces, and projects.

Councilmember Holman agreed and said all the Main and Gray Street projects should go together. For him, the perfect scenario would be limited parallel parking. He said there is a lot of talk about the psychology of pedestrians and transportation and it is always recommended that if a City has an urban area there should be some type of parking buffer between the people on the sidewalk and the street whether that is angled parking or parallel parking. He can understand why there is no recommendation for a median on Main Street, but he would love for Gray Street to look like the drawings provided by Freese and Nichols and depending on how traffic patterns change perhaps medians could be added to Main Street in the future. He said Gray Street does not have the same volume of traffic as Main Street and Gray Street could benefit most from a one-way to two-way conversion. He agrees with Councilmember Hickman that renderings of the Main Street conversion do not look much different aesthetically than how Main Street currently looks.

Councilmember Allison said he would be concerned about eliminating parking in front of businesses downtown because, in his opinion, the only way this could happen is if the City has the support of the downtown merchants. He can see them protesting the removal of parking because even though the City has a parking lot on Gray Street people will circle around several times to find parking in front of a

business rather than use the parking lot. As far as medians, it would cost several more millions of dollars to add medians with landscaping not to mention maintenance costs so where is that money going to come from? It will not be federally funded. He felt this should be a phased project if Council is going to keep adding to the project.

Councilmember Heiple would like to get Mr. Dan Burden in to talk to Council because he helped with a project on Lindsey Street that was planned to be pavement and striping only although it turned out to be a spectacular street. He said roadways are the City's largest assets and the City cannot make a better investment than to get Main Street right and aesthetically up to par. What he has seen so far is an engineered solution that lacks the aesthetics and he would be in favor of investing in our streets in a complete manner including aesthetics.

Councilmember Hickman said if the City does the project as a phased project, he would like to see the Porter Corridor from Acres Street to Alameda Street included in the project. He challenged anyone to find another major thoroughfare that carries the traffic that Porter Avenue carries that looks the way Porter looks. He said children have to cross Porter Avenue to get to an elementary and middle school and it is the only four lane street in Norman with schoolchildren crossing a major roadway without a traffic signal. There are a lot of reasons to include Porter Avenue from aesthetics to safety and this would be a good time to bring that plan back.

Councilmember Hickman said he is comfortable with moving forward with the James Garner Boulevard extension from Acres Street to Main Street because it is an important part of the two-way conversion and should be started as soon as possible. In regards to funding, the City does have limited resources so Council needs to consider priorities.

Mr. St. Jacques said the conversion cannot be implemented until the Railroad Quiet Zone and James Garner Boulevard extension are completed so the City is talking about four or five years waiting for things that have to happen. In the meantime, the City could begin to bring the three lanes down to two lanes as recommended in the Comprehensive Transportation Plan (CTP) to start calming traffic on Main and Gray Streets. The CTP also called for a buffer area behind the angled parking for better flexibility in backing out, which could be used for bicycle lanes in the interim. He said there are a few changes that can be accomplished with simple striping. Mr. O'Leary said the Citizens Steering Committee, consisting of downtown business owners, has been reviewing the conversion study process for over a year and they really like the interim solutions Mr. St. Jacques is recommending so these ideas are being brought to Council from their appointed committee. Mr. O'Leary said the buffer area could be used as a bike lane although Staff is not recommending the lanes be signed that way, but the buffer area would ensure that vehicles could back out of parking spaces safely with little expense. Mr. Lombardo said Main Street needs to be repaved so the Street Maintenance Division is planning to do that within the next year and during that project the buffer area can be striped.

Councilmember Holman said when the Center City Visioning process began, the top item of discussion was converting Main Street back to two-way and they said even if the City never converts Main Street it should at least narrow the three lanes to two and stop the three way traffic. If the street is going to be repaved and striped anyway, this would be the time to narrow the street to two lanes and add striping for the buffer area.

Mayor Miller said the traffic signals would need to be recalibrated and asked if that could be done using the existing signals and Mr. Lombardo said there is currently a signal head turn lane, which would be removed, but existing signals would work.

Councilmember Castleberry asked why the City would narrow the lanes and leave the streets one-way. Would they do that to get people adjusted to two lanes? Mr. O'Leary said it would be a traffic calming

and safety effort, but it is also for a slower transition without making the big move to two-way. Councilmember Castleberry said the City needs to make it clear to the public that this is a just a step and explain the reason why the City is taking that step.

Councilmember Hickman said the City should consider conducting public discussion information meetings. He could see this working from the community standpoint where the City holds some public meetings about this concept and engage the community on what steps will be taken, how they will be taken, and when they will be taken. He said Gray Street could be used as a “test run” for two-way first with feedback from the public on how that affects them and see how traffic counts fluctuate. Mr. St. Jacques said during the study process that was discussed as a potential first phase of the implementation; however, that would leave one travel lane westbound with four travel lanes eastbound, which is twice as much as needed. Freese and Nichols would suggest a two lane westbound and a one lane eastbound on Gray Street if that was going to be tested. He said this could be done, but it would not include the turn lane or the full test of what it could do, but it could introduce that pilot eastbound one lane on Gray Street to get people thinking about the potential of one-way to two-way. He said the City would also have to make the big investment for the traffic signals and railroad crossing for the pilot test so the City might as well do the entire project.

Mr. O’Leary said a number of public meetings were held and this idea was presented during the CTP with pretty positive feedback. This would not be a new concept to the 45 member committee that participated in the CTP or the citizens that attended those meetings.

Councilmember Holman said the West Main Street Downtown Streetscape Project is being planned to accommodate two-way, but it is also being designed to stay one-way.

Ms. Joy Hampton, *The Norman Transcript*, said the City does not want a bicycle lane right behind parked cars. She said they have that in some areas of OU and it is terrifying. The bicyclists want to be able to use the entire lane like a vehicle. She said if traffic is slowed down a bicycle can ride in the lane, but bicyclists do not want to be in the buffer zone where the vehicles cannot see them. On streets where traffic is calmed by speed bumps or roundabouts, the street accommodates bicyclists within the flow of traffic.

Mr. Lombardo said the Railroad Quiet Zone has been discussed for three to four years and basically, the intent is to silence the train horns through the City of Norman from Indian Hills Road to Post Oak Road. He said there is a process managed by the Federal Railroad Administration (FRA) for when you take away the ability of the locomotive to blow their horn. He said that has to be offset with additional safety treatments at individual crossings. The City has been working on that for a number of years by upgrading the railroad crossing every time there is a street project so when the time comes to implement the quiet zone the City will not have to spend additional money on those crossings. He displayed pictures of what a Railroad Quiet Zone crossing would look like and said it will cost approximately \$960,000 for implementation, which has been budgeted in the 2017 Capital Improvement Program. He said there are no costs associated with the supplemental safety measures on Main and Gray Streets because when you do a quiet zone, one-way streets are one of the best things to have in place for the supplemental safety measure. In fact when the index is calculated for qualification purposes, corridors that have one-way streets actually receive better scores to qualify for quiet zones. He said another supplemental safety measure is raised medians that are 100 feet long on either side of the railroad crossing to keep people from driving around gates. He said the City worked with a developer that wanted to develop the north and south sides of Constitution Street east of the railroad tracks and as part of those improvements the developer constructed the concrete median, but there is a grass median on the west side of the railroad tracks that the City will need retrofit to concrete. In the Lindsey Street Widening Project, the City is addressing pedestrian improvements across the railroad crossing. The crossing surface will be extended to allow for multi-modal connections to the crossings all the way to Classen Boulevard.

Mr. Lombardo said next steps include the completion of median treatments at Post Oak Road, Constitution Street, Lindsey Street, Brooks Street, Boyd Street, Eufaula Street, and Acres Street. He said the City submitted the Notice of Intent to Burlington Northern Santa Fe (BNSF) Railway Company as part of the regulatory process governed by the FRA informing them of the City's intent to establish a quiet zone. Once the improvements are completed the City will send a Notice of Establishment which gives the BNSF 21 days to stop blowing the horn through the City of Norman. The Notice of Establishment is anticipated to be sent around the first week of December 2016 and Staff is hoping that by the end of this calendar year, the citizens will no longer hear train horns blowing.

Councilmember Holman said in a previous meeting Council discussed pedestrian crossing improvements at Constitution and Brooks Streets because they do not have paths that cross the railroad tracks. Mr. Lombardo said there are no sidewalks in those areas so that would be difficult to do, but the City could consider doing that in the future when funding is available. Councilmember Holman said both crossings have a lot of foot traffic so it would be nice to have that addressed.

Mr. St. Jacques highlighted next steps as securing the funds for the project, considering the interim treatments that would start to calm traffic, starting the design process, and implementation of the overall ultimate project.

Mayor Miller said Council needs to decide if they are going to accept the study and what they want to do with the study.

Councilmember Holman said something else to consider is that this project would be an investment in the community and encouraged everyone to review West Palm Beach Florida. In the mid to late 1990's Florida converted streets back to two-way spending \$2 million and over the next few years saw about \$300 million in private investment in those areas. That may not be the case in Norman, but cities throughout the country that convert one-way to two-way seem to receive a lot of private investment.

Councilmember Castleberry asked what additional sales tax could be generated from the conversion. What is the return on this investment? He thinks every road improvement in Norman is an investment, but as part of this study was any economic development taken into consideration? Mr. St. Jacques said no, the study looked at functionality. Councilmember Castleberry would like to quantify the economic impact if possible. He said Norman's walkability is a little different than Palm Beach. He does not have a problem accepting the study, but if the City had \$5 million to spend today, his priority would be a Senior Citizens Center. He said the one-way to two-way conversion would be nice, but it is not urgent plus he does not want to do a road diet as an initial phase if this is not going to be implemented in the next five years. Councilmember Holman agreed that a Senior Citizens Center and Storm Water Utility are high priority issues right now.

Councilmember Allison said a lot of people seem to really like the idea of a raised median and asked if Council could get some cost estimates without hiring a consultant. Can we do some general estimates internally of what it might cost? Mr. Lombardo said that came up in the focus group discussions and members of that group had concerns about how that would impact parades so for that reason the City backed off that idea. He said this is a community discussion that needs to take place, but perhaps the parades can be moved to a different route. Councilmember Allison agreed about the parade issue, but felt it would help to hear both sides of the argument. Councilmember Castleberry said the Norman Music Festival generates a lot of sales tax, but felt that event would not be possible with raised medians. He felt Gray Street would be a better candidate for raised medians.

Mayor Miller asked if any Councilmember was uncomfortable with moving forward on the acceptance of the study. She would love for the streets to be two-way because it would help with people coming from

the east side of town and do a lot for economic growth downtown. She would like to see it be more aesthetically pleasing, but understands the reasoning for no medians. The parking garage issue is a pretty important element as well. She asked if the study should be sent back to the Citizen's Steering Committee for more input on the road diet and Mr. O'Leary said the Committee asked that the road diet be considered by Council. One of the things Council could do in the acceptance resolution is to direct Staff to bring that concept to public discussion then be ready for further discussion when the Capital Program is brought forward in November.

Councilmember Hickman said he did not want to sound redundant, but Porter Avenue is the major north/south corridor that turns onto Gray Street and off of Main Street and Council would be doing a disservice to the public if they did not address the issues on Porter Avenue at the same time they are looking at Main and Gray Streets. He said there are tremendous opportunities on Porter Avenue for economic development, more so than the existing Main Street because Main Street is built out whereas Porter Avenue has a lot of underdeveloped property.

Mr. St. Jacques said Freese and Nichols did model the Porter Avenue improvements that would be necessary for the terminus. In the early study, Freese and Nichols looked at Porter Avenue as a three lane street and it worked until they increased traffic another 20%. Councilmember Holman said Porter Avenue is currently what Main Street looked like when it was originally two-way with four narrow lanes on a street that is only the width of a three lane street. Mr. O'Leary said the problem on Porter Avenue is driven more by the traffic load of 20,000 cars per day and Staff had some real concerns about reducing capacity to three lanes because it just does not work. One of the recommendations was that if the City was going to do that then the City needed to add a north/south alternative, but there are none in proximity to Porter Avenue except James Garner Boulevard. He said extension of James Garner Boulevard is still a few years out, but if James Garner Boulevard is fully built and provide a north/south alternative then the Porter Avenue transportation improvements become more practical. Mayor Miller said James Garner Boulevard will not start until 2020. Councilmember Castleberry asked if the 2020 date is encompassing the Norman Forward portion of the project and Mr. O'Leary said yes that is when federal funding will be available. He said that project will be done in two phases with improvements to the intersection at Acres Street and James Garner Boulevard included with the Central Library Project with the remaining project completion in 2020.

Councilmember Hickman asked if federal funding would be available to extend James Garner Boulevard from Acres Street to Main Street and Mr. O'Leary said yes, it is just a matter of when that funding would be available. Councilmember Hickman said extending James Garner Boulevard from Acres Street to Main Street is something Council should certainly do and he would like to see the City start that process. Mayor Miller said Staff is always working on trying to secure funding for any number of projects. Councilmember Castleberry said nothing can be done on Porter Avenue until James Garner Boulevard is completed. Mr. O'Leary said that is correct and Staff is currently preparing the Request for Proposal for the James Garner Boulevard design contract and Council can always add onto that design contract.

Councilmember Karjala asked if Council is going to hear from the Center City Visioning Committee soon and Mayor Miller said yes, Council will take time to go through that in a Study Session. Councilmember Karjala felt it would be helpful to know what their recommendations will be and discuss what Council intends to do with those.

Councilmember Chappel suggested the Downtowners Association be updated on the road diet because they would have good input.

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City Council Study Session Minutes

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Items submitted for the record

1. PowerPoint Presentation dated August 2, 2016, Conversion of Main and Gray Streets from One-Way to Two Way, Norman City Council Study Session (continuation of discussions held on July 12, 2016), Presented by: Angelo Lombardo, P.E., City of Norman Transportation Engineer, and Kevin St. Jacques, P.E., Freese and Nichols, Inc.

The meeting adjourned at 6:38 p.m.

ATTEST:

City Clerk

Mayor