

VILLAGE OF HOLLY

VILLAGE COUNCIL MEETING

April 26, 2016

The regular meeting of the Village of Holly Council Meeting was called to order by President Bladzick at 7:00 P.M. in the Karl Richter Center Board of Education Room located at 920 E. Baird Street, Holly, Michigan.

Councilmembers Present

Ryan Bladzick
Bob Allsop
Dave Cruickshank
Suzanne L. Heiple
Robert Kleven
Debra Musgrave
Chris Rankin

Staff Present

Jerry L. Walker
Cathrene A. Behrens
Brian Klaassen
Andrew Potter
Mike Story

Others Present

President Bladzick called the meeting to order at 7:00 PM.

Clerk/Treasurer Behrens called the roll.

CHANGES TO AGENDA:

None

CONSENT AGENDA

1. Agenda Approval
2. Consideration of the Approval of the Council Meeting Minutes of April 12, 2016.
3. Consideration of the Approval of Warrant 2016-08 in the amount of \$190,912.11.
4. Consideration of excusing the Village Attorney from tonight's meeting.

5. Consideration of the Village of Holly February 2016 Balance Sheet Report.
6. Consideration of the Village of Holly March 2016 Balance Sheet Report.
7. Consideration of the Village of Holly Quarterly Investment Report.
8. Business Registration
 - a. Neil's Disco & Furniture Co.

CM 2016-043 Motion by Musgrave, second by Heiple, to approve the consent agenda as presented.

Motion carried by a voice vote of all ayes and no nays.

PUBLIC COMMENT

John Lauve, 200 N. Saginaw, stated he has an award that he received from the DDA for the Gray Lady about making the right

decision and he thinks this is the wrong decision. The community input results are concerned mostly with vacant buildings and blight; it needed beautification. Most were in favor of the road diet but were mainly concerned with ensuring traffic congestion would not increase. 11% of the people wanted two lane traffic on Saginaw Street. They were asked if they wanted sharrows and only 11% thought that was a good idea, 90% said forget it. 44% of the people said dedicated bike lanes and the program that is proposed are opposed by 90% of the people.

He talked to his neighbor, who bought his house in 1966 on Saginaw Street, Mr. Rogers. They cut all the trees down and made it four lanes and prior to that traffic used to back up past his house and he couldn't even get out of his driveway. He doesn't want to go back to the way it was, he wants it to stay the way it is

Ed Krupa, 806 N. Saginaw Street, Northern Oak Brewery Co-Owner stated that as a business owner on this stretch of road they are in favor of the road diet, they think this change will encourage healthy lifestyles in the community and encourage a healthy vibrant community with participation. As far as the blight goes, when investment comes into town they also want to invest in their property and have a design from Oakland County Main Street for a proposed outdoor patio. This would not only help their business prosper but it will also allow others to see we invest in our community and have pride in Holly and ultimately draw other investors to the Village.

Richard Putz, 1214 Bay Court, stated he is against the bike lane project, if you cut it down to one lane it is the main artery from the

fire department, ambulance, state police, the sheriff's department and all of the buses come down there. If we have an emergency for anything we will have all of this traffic backed up. Where are people going to go to get out of the way of the police department? This could become a life and death issue and when the school buses go through there it is going to create a tremendous backup and that is why he is against it.

Jim Fortin, 806 N. Saginaw, Co-Owner of Northern Oak Brewery stated he is in favor of the plan. He asked what we really cared if people are simply cutting through Holly to get through to somewhere else? If they are inconvenienced by traffic then they are going to find another route to get around. We need to create a nice vibrant downtown and turn it into a destination downtown and not a thoroughfare that people drive through.

George Kullis, 601 E. Maple stated that he sat on the council two years ago and while on the Council there was a gentlemen from the state of came in and one of the things he told us was statewide and nationwide what the trends were. He spoke about what has created communities that are vibrant and moving forward. He understands that no one likes change but if you are not willing to change and move forward that is a problem. Property values are lower in Holly than anywhere else. In this particular plan if they were going to go and dig up the road tomorrow he would be concerned but it is just to paint some lines. If this is an opportunity to improve our community and bring other people in he thinks it is wrong not to take a chance.

Patrick Feeney, 210 Franklin, stated he keeps hears that we are afraid of change but he

hasn't heard any different thoughts about the bike lanes or any different ideas for the bike lanes. Something to think about and something to talk about. They haven't heard from the public about different thoughts on what the bike lane would look like. Are we all against the bike lanes in town? He doubts it. If you were in the private sector and you went to your boss and showed him a plan that everyone was against and told your boss you were going to do it your boss would tell you no. They are not afraid of the plan, they are afraid of bad decisions, decisions going against what people want. He was told to look at the master plan and he looked at it. Northern Oak Brewery sits right next to the building that is part of the master plan. To be told that we are scared of change, that is ridiculous. How can you vote for something when you made a statement at the first meeting he came into and he brought up the issue of putting a no turn on right on Saginaw at Maple and he was told that drivers are going to do whatever they want. Why would you be in support of a bike lane to put people out on the street? Ladies and gentlemen this has already been decided, you are only here to express your opinion. We have nothing against bringing new businesses in here. He likes to see business proper, he would like to see the building next door to Northern Oak Brewery be gone. They are going to put a patio outside and they are going to be looking at a blighted building. He is glad to see that the President came because he didn't see him at the budget meeting.

President Bladzick stated he was ill.

Mr. Feeney stated he was sorry for his illness. He then stated no one is afraid of change, they want the proper change.

Galon Christian, 140 Bevins would like to echo that sentiment and was sort of told by Mr. Potter that he was standing in the way of progress and he certainly doesn't want to do that or be that. He is not afraid of change or progress, he would love to see blight cleaned up in the community but he doesn't see how re-painting the lanes is going to get us to that place. He fears this is being pushed through; the two biggest proponents of this are the Village Council and Northern Oak Brewery. He has absolutely nothing against Northern Oaks and is glad to see them in the community but their business model should not delegate what everyone in the community has to deal with. As far as the traffic backup being the weakest argument, how many people are just passing through? His concern is they may begin to avoid the thoroughfare where he is located and stop into AutoZone or O'Reilly's because it is easier to get in and out of.

Shawna Campbell, Hawaiian Gardens, about two years ago her kids and husband used to ride their bikes constantly riding down the sidewalks she injured herself because the sidewalks are very uneven. The bike lanes would give her the option of a different mode of transportation. She thinks the change is good and there will still be some iffy spots but change is good and that is her vote.

Robert Clarkston, 208 Franklin asked if anyone had ever thought of extending the sidewalks to the high school; his wife drives through there every day. There are a lot more improvements that need to be done before adjusting everything.

Chris Wilkinson, 4040 Lahring, Holly, stated his personal opinion is it is an accident

waiting to happen. You are going to have cars turning right and bicycles in that lane and he thinks it is going to cause accidents. His other concern is with the emergency vehicles and the traffic; he thinks it is going to cause problems. It is going to cost money if you are going to have to undo it and seeing what he sees right now, he doesn't think it is a good idea.

Galon Christian, 140 Bevins stated at the last meeting he attended there was a lot of talk that it was a trial and he can follow that logic but his question was is there any kind of quantifiable way to determine whether or not it works or doesn't work.

President Bladzick stated that it would be difficult to have a quantitative measurement because your business could have changes for any number of factors. It would be more of a qualitative type of evaluation and he would assume that it would come up next year and whoever is on the council next year, since we have an election in November, they are going to be getting a report on items such as accidents and other issues relating to this issue would be reported and it would be very much like this. We are getting a lot of qualitative input right now as well. He would hope that the council next year would take the same approach.

OLD BUSINESS

None

NEW BUSINESS

#1. Consideration of the Implementation of the Oakland County

Midtown Imagine Charrette Report Road Diet.

Council Member Cruickshank stated initially talking about the survey he didn't put a sharrow and didn't put a bike lane and thought it was one of the dumbest ideas he had ever heard. He immersed himself in discussion with those that are around, he would not make a hasty decision, and he is a very logical thinker. Studies have shown that Ferndale makes this happen and other communities make this happen and it does well. Out of the whole Midtown Charrette the only thing up for discussion is the road diet. The Village is not investing a ton of money in this, the trees and the boardwalk are all items open for discussion later but this is not something that is an additional budget expense.

Council Member Heiple asked for a show of hands of who is for the road diet and who is against the road diet.

Council Member Musgrave stated she has seen so much on Facebook and so many negative things and various other items on the agenda in the past; people need to realize that we are residents here too. This has not been decided, they accept public comment and listen to everyone's opinion and to say that is very unfair. Her main concern is the safety of people, are people going to go through neighborhoods rather than going straight down but as Mr. Cruickshank suggested, other areas have been doing this for a long time and they make it work. Is it going to work; we don't know until we try it. She likes to think of herself as an open minded person but until something is tried, they will not know.

Council Member Allsop asked what it is going to cost to strip and unstripe the roads.

Manager Walker stated that it would cost between \$8,000 and \$10,000 which is the normal cost of stripping of the roads.

Council Member Allsop stated that he had talked to the Manager about this and he had told him that we would change it back in a year if it didn't work. He also asked if the Brewery changed the building design whose responsibility it would be to change the building back to its original form.

Manager Walker stated it would be the business owner's responsibility to change the building back to fit the roadway.

Council Member Allsop stated that he wouldn't have a problem voting on this if there was some kind of guarantee that it could be turned back.

Council Member Rankin stated he has heard some negative things about it and heard some negative things on Facebook but the people who he has spoken to in person have been in favor of it. He is kind of an active person and likes to ride his bike down the streets and hasn't had anything thrown at him. From the meetings that we have had it has been a pretty even split. The people who get up and speak is more of a 60/40 split for it. For the hand raising split it looks like there are a few more against than for it. To have the option of not driving from the south end to the north end of town and just riding his bike appeals to him. He doesn't think it's a bad idea.

Council Member Kleven stated there is an election coming up in November, its only 8

months away. Let this be the debate for the election. He says to vote it down tonight and we wait until November and they can decide at that time.

PUBLIC COMMENT

John Lauve, 200 N. Saginaw, held up a skeleton and stated he talked to some people that came in from out of town and pulled their bikes out of their truck and they told him that there is no way they would ride on the roadway, they would not risk their lives riding on the street. So they come to town to ride their bikes and go down all the side streets and enjoy the historic property. That is the kind of thing we should be promoting instead of the main artery. It gives a false sense of security to those people who ride in the bike lane. Who is going to be using this? He lives on the street and he sees a couple of bikes on the weekday and a few on the weekend. We are talking about making a Fenton and they blew up the town in doing this. He owns two properties on the street and it is going to be difficult to get out on the street. There are 70 cuts on the roadway, it's going to be a dangerous deal. The doughnut lady said it is going to affect her business. If people are speeding through town this is not going to slow it down. He has 70 signatures signed up that are against the bike lane. He has worked hard to change this community and he has fixed building here and fight blight and to do this is not going to make a miracle for the beer garden or anyone in this town. We don't even have a sign on the park that says the Shiawassee River and now we'll have bike lanes.

Marlo Davidson, 434 Sherwood Court, stated that she thinks she heard the word unique

somewhere, we are known as a unique community and she also heard that everyone is doing it and if we are doing it we are no longer unique.

Mark McKee, 901 Clough, what costs \$10,000 to put in will cost \$10,000 to take out. As far as safety he has had a nephew in the last ten years get clipped by a mirror on a pickup, a cousin that got hit and took him a month and a half to wake up in Ann Arbor. My daughter-in-law rides her bike all summer and works here in Holly but won't ride her bike in the bike lane because she likes that curb there.

Lisa Clark, 602 S. Broad stated she has been a part of Main Street and on the DDA Board for over ten years now and she thinks they have done a lot of good things in the community. She has heard a lot bad and a lot good about the bike lane but you can't move forward if you just stand there and say not. She thinks it would be a shame to not try it. Holly is growing and prospering and she thinks it might be a good thing and work out really great for us. How in the world can it hurt to try?

Jim Fortin, 806 N. Saginaw, stated he used to live in a different part of Oakland County and about ten years ago when it was first proposed to put in roundabouts, people said that it was insane, people are going to get killed but once you try them out a couple of times you find out they are the best thing for handling traffic.

Diane Jennings, 714 Holly Bush Drive, stated she has been riding her bike for 33 years and she is out every night in good weather and has never had a problem. She would not take her kids or grandkids in a bike lane, people expect

to see walkers and bikers on the sidewalk. She stated even if the bike lane is put in, she will not use it. She asked how many council members of the council ride bikes around town and asked if they would use the bike lanes.

Council Member Cruickshank stated that he would not take his four and seven year old on the bike lanes in the roadway but as a positive to that he now have an additional buffer of five feet between him and the sidewalk from traffic.

Lenore Johnston, 713 Mary Ann stated she rides a three wheeler and has tried the last couple of weeks to go downtown in the street and there is going to have to be some work done on the bike lane because there are spots where it is hard to ride but you can't ride the sidewalks because they are a mess. That is a whole other thing that you have to take into consideration whether you are going down Saginaw or other places. She thinks we should give it a try, she is not sure she would be in agreement that it should be a whole year, if in three months it was determined that it was not working she would hope the council would look at it prior to that year timeline and not wait for a new council and summer to happen. We need to look ahead. They did great things in Auburn Heights and Kalamazoo and some places and if we don't try we are not going to know if it doesn't work.

Galon Christian, 140 Bevins, stated he keeps hearing comparisons with other towns and he doesn't see the same infrastructure here as he sees there. It probably does work in Ann Arbor, Kalamazoo and Royal Oak but as it

exists now, Holly doesn't allow traffic to re-route except through sub divisions.

George Kullis, 601 E. Maple stated he wanted to point out a couple of things that Mr. Allsop made the comment that most of the people he talked to are against it and Mr. Rankin stated that most of the people he has talked to are for it. There is an age difference with an older group and a younger group which is where a lot of the attitude comes from. The gentleman who brought up the roundabouts was a great point because now they are pretty cool once you are used to them. He suggested the Mr. Allsop make it part of his motion to have the ability to reverse it.

Josh McCready, 209 Emily Street, stated he got a job in Holly about twelve years ago. He lived in a few apartments and wasn't sure where he wanted to settle down eventually but eventually he really started to like to area of Holly and the people of Holly but he enjoys the recreational opportunities in this area. We should push for this project, we should be pushing to try to bring in young and active people to this community. The walking trails are an incredible opportunity in this community and will increase the health and the economy and he is in full support of it.

Ray Kerton, 1122 N. Saginaw, stated he has nothing against bikes, he just has congestion problems. Thirty-five years ago he paid a \$10,000 special assessment for a four lane road and that is his good faith money to ensure it is a four lane road.

John Lauve, 200 N. Saginaw stated that because of the magnitude of the change, allow the election to decide.

Sue Julian, 3505 Rattalee Lake Road, Headwaters Trails Group is very much in favor of the idea of increasing recreational activities in the area. She thinks that it is wise of the council to do this as a pilot and look at the opportunities but she would like to point out that the Village already has an active pilot going on Maple Street where you have essentially two bike lanes. She would encourage the council to do this because the Village already has a pilot on Maple with bike lanes on both sides and she encourages the council to not fall behind.

CM 2016-044 Motion by Allsop to adopt the road diet with a review of the road diet to occur prior to the election.

Motion dies due to lack of support.

CM 2016-045 Motion by Rankin, second by Cruickshank to adopt the implementation of the road diet with a twelve month review following the implementation.

Robert Donohue, Oakland County Main Street stated he has 35 years of road development and this is what he has been doing his entire career. He sees this as a positive leadership issue. He thinks that statistics as they appear in the book can be taken out of context. This community has stepped forward and this document was put forward through a hand delivered invitation to 3,500 residents of the Village. In his 35 years of public involvement and his 17 years with Oakland County he has never seen such a quality attempt to get in touch with the citizens to get them downtown. We also had 3.5 days with an Oakland County Designer to listen to the citizens. The Planning Commission, the ZBA, the Parks

Commission, the Historic District Commission, the DDA and Holly Township gave full support of this study. He has yet to see one of these fail. He thinks it is wise to do the trial aspect. He stated he would like to make some key points; he feels there will be improvement of bicycle safety, you will be absolutely limiting vehicle/bicycle conflicts, traffic calming and reduced speeds will result, more traffic can go through an area at reduced speeds than at higher speeds, cars can be closer together at slower speeds, there will be increased visibility for bicycle safety, you will not have any negative impacts on businesses, you will improve property values and put equity into every adjoining property owner. He leaves them with the fact that this is a positive step forward and ever since he came to this community offering Main Street services, this community has made incredible strides forward.

Patrick Cawley, Traffic Improvement Association stated with the amount of traffic out there and with the number of access points on Saginaw, the engineering calls for a center turn lane. He is not an avid bicyclist but when he looks at a project like this he looks at the center turn lane which does improve safety. The center left turn lane has a lot of benefits and safety. If the Council goes ahead and does a trial run on this they can certainly collect data and report back if speeds have changed, what the counts are like. A one year period would be the most helpful way to go because of the safety benefits because you really aren't going to see that unless you have a year.

Victor Lukasavitz, LAFF, advised that MDOT has done all kind of road diets and bike lanes with their funds. The bike lanes are for those

who are comfortable with operating within traffic, he is a high end bicyclist and has ridden in every state on bike lanes, sidewalks, roadways and sharrows. There is a lot of data to defend what they are going to do. He brought a case study and it talked about the road diet and found that crashes were reduced overall by 50% on the rear ends. Speeds were reduced by 50% and you also have a safer opportunity for people to back out of the driveway. When you contain the traffic in one lane the speed is determined by the slowest moving vehicle. Clio did this on a state highway successfully, been there for years, Grayling did it on Old 27 and it has been very successful, Grand Blanc did it on Grand Blanc Road and it has been successful.

Council Member Allsop asked if in a year from now if this works well are there going to be construction changes.

President Bladzick stated that the plan involves boulevards and stuff like that and he believes that the process will occur similar to this one where we will go out for bids, we'll put the word out, have some public hearings and get people's opinions.

Council Member Allsop asked if the road diet is implemented will the blight get addressed.

President Bladzick stated that we have received a handful of applications for the Blight Committee Task Force and he will accept applications until tomorrow through the end of business and the board members will be appointed. Addressing blight on Saginaw Street is not mutually exclusive, we are trying to do both simultaneously.

Council Member Musgrave stated that she agreed with Mr. McKee's comment about stopping and no turn on red. That has validity in her opinion. If cars are turning and bikes are coming we need to look at that and maybe change the area where the bike path is and create some extra security there.

Manager Walker stated we would definitely look at that issue independently regardless of what happens tonight.

Council Member Kleven stated that he is curious where the bikes are going to go once you get into the downtown. It is a problem when they ride bikes on the sidewalks downtown and has seen kids and elderly ran right off the sidewalks. If we are going to have this bike lane, of course they are going to jump on the sidewalks and we are going to have a lot more bike problems down there. He asked Chief Story more than once to please enforce this ordinance and Chief Story has told him that he doesn't have the manpower and we are not going to cut our police budget this time around. We don't have the manpower to enforce ordinances on the books already and we are going to slash our police budget. What is going to happen to our downtown merchants once these bikes get in there? What is going to happen? Right now we are two full time officers down and there is no plan to replace them. We can't enforce bike problems we have already and we are going to make them worse. These downtown merchants have a vested interest in this community. He feels like getting up off this council and walking out. He is talking to the brain dead.

Council Member Cruickshank stated that he feels like Council Member Kleven's comment

needs to be addressed. The comment that we are down two officers is a false statement. The number of hours of coverage is being handled by part-time personnel. He always tried to be a critical thinker, reverse psychological and roundabouts are a great example. The idea of slowing down the traffic all ties together.

Council Member Heiple stated there are places downtown to park their bikes; they can park their bikes downtown and walk around and then go from there.

President Bladzick stated there are numerous bike racks downtown and has been before the design committee and the DDA. The DDA has limited funds to work with due to their capture but in terms of more bike parking downtown, that will be noted and turned over to the DDA Board for consideration. Issues aren't mutually exclusive, you can look at different things and different projects with the only constraint being funding going into them.

Council Member Musgrave pointed out that the current bike racks downtown were donated by Oakland County Commissioner Robert Hoffman. No money came out of the DDA budget for the purchase of these.

President Bladzick stated we heard loud and clear at the last public hearing that blight is an issue and it is not just in the downtown but it is in the neighborhoods as well. Ticketing an 80 year old woman who is living on social security is not going to fix that blight. Mr. Christian brought up what do you have when you have a room where 50% are for it and 50% are opposed to it. He has seen a lot of comment on social media but we also have 5,000 we haven't heard from. He talked to a

person tonight who hasn't even heard of this issue which shows there are some people who haven't any idea. Also talked to people who were opposed and he talked to them and some people changed their mind and some people didn't. Something that tipped him off at the last public hearing was said by Mr. Lauve that if people want to bike they can go somewhere else.

Roll call vote was as follows:

Voting for: Cruickshank, Heiple, Musgrave, Rankin, Allsop, Bladzick
Voting against: Kleven
Absent: None
Motion carried.

REPORTS

Village Manager

No report

Attorney

Excused absent

Clerk/Treasurer

No report

BOARDS AND COMMISSIONS

Council Member Cruickshank stated at the last meeting they began discussion on the changes proposed by the Historic District Study Committee.

Council Member Heiple stated that the Planning Commission meeting was cancelled

and the KRCC Committee has not met since the last council meeting.

Council Member Musgrave stated that the Youth Assistance Executive board is meeting tomorrow to discuss fundraisers and other upcoming events for the summer. .

President Bladzick stated that last Saturday the chamber partnered with the Community Coalition had a Health and Wellness Fair at the Karl Richter Center. He was one of the exhibitors and the vendor turnout as well as the visitor turnout was very good for a first year event. It was very well run, the vendors all had great displays, this wasn't a half effort. Anytime you do a first year type of event with word of mouth marketing you wonder who and what you are going to get. It was also a nice day weather wise but the Community Coalition did a great job. Additionally, the DDA has the annual Main Street Awards is on Thursday so hopefully our downtown re-development and economic re-structuring efforts will bring home some hardware for us.

COUNCIL COMMENTS

Council Member Kleven stated we are two full time police officers down, that is not a lie, and our new budget cuts the police budget that is not a lie. The reason municipalities are formed is for public safety, everything else is secondary, and things like community centers and boulevards and boardwalks and bike lanes that really doesn't mean anything. The main reason why we tax you citizens is public safety and he is telling you that public safety is a low priority in this Village and has gone way down on the list.

Council Member Rankin stated he would touch on that and say that being able to cover the same amount of hours with less people is being efficient. He stated that he also appreciates Galon showing up and his level headedness during these meeting and also thanked Joshua McCready for all his hard work at the high school.

Council Member Musgrave stated she mentioned this earlier that there has been a lot of things going on with changes in personnel in certain areas. In Facebook is the biggest social media and what gets here is when people are continuously posting their comments out there, not realizing that it is not just their band of friends that are viewing these comments, is anyone who is tagged on there. If someone was thinking about coming to Holly it's going to make them think twice reading this stuff.

Council Member Heiple stated that someone made a suggestion about putting this vote on a ballot and she initially thought that would be good but they have been studying this for eight months and she feels that it is their responsibility as a council to weigh all this and not just leave decisions up to a vote

Council Member Cruickshank quoted Henry Ford and his answer as to why he built the automobile as follows: "because if you asked everyone if they wanted an automobile they would have only wanted a faster horse. He will be the first one 12 months from now to make the motion to reverse the decision if it doesn't work.

President Bladzick thanked everyone for their attendance tonight and one of the challenges with this is it is not required. It is not going to

fix all of our woes, not going to lower the water rates but it's just a piece of the puzzle. This is not like outsourcing our dispatch where it was a budgetary necessity. He encouraged everyone to take a look at the Midtown Charrette report; that is the Village's roadmap for the future. He encouraged everyone in the audience to be involved in the process.

Council Member Cruickshank stated that we are investing in public safety because we want dash cams in the vehicles and that is like \$40,000 invested.

PUBLIC COMMENT

John Lauve, 200 N. Saginaw, asked when the ribbon cutting was for the bike lanes and asked what happens when we have the first injury on the road.

Manager Walker stated we don't have a firm schedule at this time.

Diane Jennings, 714 Holly Bush Drive, stated that the gentleman from Oakland County said that with bike lanes, traffic slows up so are we were going to change the speed limit on N. Saginaw.

Manager Walker stated that will be part of the traffic study that TIA conducts as traffic flows through that corridor. Studies have shown that traffic will show up with the environment changing with the narrowing of the lanes, the signage, the bicycle traffic, etc. Part of the reason why the speed limit was raised a few years back is because the road is 44 feet wide and a reasonable person is not going to drive 30 miles per hour which causes them to go faster and vehicles behind keep pace which

increases the traffic all around. State law mandates that speed limits be set based upon a study by a traffic engineer.

Ms. Jennings stated they are going to allow it to go all summer and fall and then assess it at that time.

Manager Walker stated that we can do a study virtually whenever TIA's schedule allows but we believe that it won't be necessary until the Spring 2017.

Patrick Feeney, 210 Franklin stated he heard it mentioned that there were bike lanes are on Maple and asked if we were going to strip it for the bike lanes because he has never seen anything on Maple to indicate bike lanes.

Council Member Rankin stated there aren't specifically bike lanes on Maple but the way the road is constructed there is 24" of roadway which is the difference between the asphalt and the concrete.

ADJOURNMENT

With nothing further to discuss, Village President Bladzick adjourned the meeting at 21:10.



Ryan Bladzick, Village President



Cathrene A. Behrens, Clerk/Treasurer