

Name of Group: Infrastructure Policy Working Group

Meeting Date: January 25, 2022

Meeting Time: 6:00 pm

Meeting Location: Zoom

Members Present: Angel Iset Dozier, Tony Sease, Ethel Simonetti, Lisa Brach, David Morgan, Bryant Green, Bo Dobrzanski, Sandra Wilbur, James Davis, Katherine Lopez, Scott Whiteman

1. Chat Icebreaker

- The group took this time to re-introduce themselves and share their interests in the Comprehensive Plan.

2. Refreshers

- The group reviewed the list of Traditional and Non-Traditional Infrastructure
- After reviewing the list, the group decided that Fire and EMS should be combined into one category, Emergency Services, that would also include Police and that all should respect human dignity. The group also decided that Trails and Greenways should be combined with Bike and Pedestrian.

3. Policy Brainstorming

- The group reviewed the “Infrastructure Policy Ideas” table provided by Scott.
- The group agreed on the following changes to the policy ideas:
 - Ensure that wastewater is treated, conveyed, reused and/or dispersed in an environmentally sound manner
 - Every street within the Urban Growth Area should have sidewalks or alternative forms of access on both sides (needs caveats for different situations)
- The group made the following observations or suggestions regarding the policy ideas:
 - What about water pressure? Bryant noted there are state laws regarding this

- Fire hydrants/retrofitting existing neighborhoods?
- For Solid Waste: Education for each community about using solid waste receptacles should be more intentional. And, ensuring that there are the correct receptacles (+ plentiful too — maybe every so many feet on each block?) in each neighborhood. That is also an issue of equity. In my neighborhood, it is historically perceived to be unsafe because there is trash where there are no trash cans for a least a quarter of a mile. Not even trash cans near the bus stops that don't have shelters. Shade trees near those areas are important too.
- For Transit: there have been some changes on the Fayetteville Street Corridor— there is one bus that's on time and comes every 15 minutes. That is a result of the Better Bus Project survey and the pandemic having made it obvious that this was an existing problem. I'd like to see more buses on the FSC, for example to run every 15 minutes so our neighbors who are essential workers can get to work on time without having to call Lyft or Uber, costing about \$15 one way. I'm hoping the bus system can be re-systemized so that each bus staggers from block to block. That way, if I miss the bus at Fayetteville and Piedmont Ave, I can slide down to Lincoln and catch the bus on time
- Consideration of access, how do we coordinate all bike/pedestrian improvements planned for one corridor (Bike lanes of Fayetteville Street without fixing crosswalks, sidewalks and other access)
- Accommodate safe pedestrian connections throughout the Urban Growth Boundary
- Environmental conditions may mean we don't need sidewalks on both sides
- Make it easy to access neighborhoods to access commercial/shopping areas
- Traffic impact analysis should take place at the time of day/year that matters most to residents

4. Finishing Up

- Scott committed to making the requested changes to the policy ideas table and send to the group to make edits, comments and suggestions.