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Regular Council Meeting Tuesday, November 1 - Afternoon and Evening Sessions

Reminder that Council will meet next **Tuesday** in regularly scheduled sessions at **1:00 P.M.** and **7:00 P.M.** The agenda for the meeting was published earlier today:

<https://go.boarddocs.com/nc/raleigh/Board.nsf>

Please note there will be a **Closed Session** immediately following the afternoon session of the Council meeting.

Reminder: If there is an item you would like to have pulled from the consent agenda for discussion, please send an e-mail mayorstaff@raleighnc.gov by 11 A.M. on the day of the meeting.

INFORMATION:

[Weekly Digest of Special Events](#)

Staff Resource: Sarah Heinsohn, Special Events Office, 996-2200, sarah.heinsohn@raleighnc.gov

Included with the *Update* materials is the special events digest for the upcoming week.

(Attachment)

Council Member Follow Up Items

General Follow Up Item

[GoRaleigh Fleet Composition \(Council Member Knight\)](#)

Staff Resource: David Eatman, Transportation-Transit, 996-4040, david.eatman@raleighnc.gov

A request was received for an update on the current composition of the GoRaleigh bus fleet. Currently, 76 of 116 active GoRaleigh buses are Compressed Natural Gas (CNG); five are electric. This equates to 70 percent of the total active fleet being near-zero to zero emissions. The GoRaleigh bus fleet replacement plan calls for the entire fleet to be near-zero to zero emissions by Fiscal Year 2027-28. When the Bioenergy project at the Neuse River Resource Recovery Facility comes online in 2023, it is anticipated that 50 CNG buses will be fueled daily with the R-CNG (renewable compressed natural gas) fuel. GoRaleigh is currently expanding the electric bus charging infrastructure for capacity of up to a total of 14 electric buses.

All of these clean transportation initiatives are in support of the implementation of the [Raleigh Community Climate Action Plan](#). Transportation sources are some of the largest greenhouse gas emitters in Raleigh.

(No Attachment)

Follow Up from the May 17 City Council Meeting

[Bus Operator and Passenger Safety \(Council Members Branch, Melton\)](#)

Staff Resource: David Walker, Transportation-Transit, 996-3942, david.walker@raleighnc.gov

During the meeting Council requested information on what could be done to provide additional driver and passenger safety in light of the suspended fares and some riders staying on the bus for extended periods of time.

Early in the pandemic GoRaleigh installed driver protective barriers on all GoRaleigh buses. Although it does not fully enclose the bus operator within the driving compartment it does provide an additional layer of safety for the operators. All new bus orders will now include this protective barrier. Staff will continue to evaluate the existing equipment and any new options that may become available in the future.

The bus tracking system also provides a discreet 'emergency alert' button. If the driver is uncomfortable making a radio call regarding an emergency situation, they can discreetly press a button to alert dispatch of

the situation. This sends an emergency alert message to the dispatch office, which will then contact 9-1-1 immediately. The bus is tracked by GPS, so dispatch can provide location updates to 9-1-1 as the bus remains in motion.

To further ensure safety and a fast response to concerns operators identify, GoRaleigh has gone from an open radio system to a closed radio system. The benefits of a closed radio system include:

Coordinated Radio Traffic

- No stepped-on transmissions:
 - In an open radio system, any operator can 'key' their mic during someone else's conversation and that latest 'keyed' mic now has control of the radio. This is why it is called an 'open' system. Anyone can pick up and key their mic to speak at any time. If another radio call is in process, they break into the call and cut off the other discussion. Two transmissions cannot be heard at the same time.
- Less repeating of hailing messages
- No need for the operator to select the appropriate channel
- Every call starts as a private line:
 - The bus operator must hit a 'request to talk' key, then the dispatcher will acknowledge the call. Once acknowledged, it is a private conversation between the bus operator and dispatch. If the message needs to be broadcast to all, the dispatcher has the ability to call all buses to relay the message.
- Dispatcher able to centralize priority requests to inform all operators of issues

Increased Operator Safety

- Two different priority of talk request ensure the Dispatcher knows which call should be prioritized
- Reduced distractions and noise for operators by limiting radio chatter
- Covert audio monitoring built into the system and tied directly into the Silent Alarm switch

Driver Protective Barrier

Below is a graphic of a typical driver protective barrier:



Tracking Of Radio Calls

- Tracks dispatcher response times, highlights areas for improvement

GoDurham is also moving to a closed radio system based on the safety benefits associated with this change.

GoRaleigh provides bus operators with customer service and customer conflict training on a regular basis. During the April 2022 safety meetings de-escalation training along with an open forum discussion on the topic was conducted. In addition, all new operators receive a 45-minute training module that covers Customer Service and Conflict within your bus.

GoRaleigh has a policy and does not allow a customer to 'ride around' on the same bus. A customer may ride a bus but cannot continue to ride around on the same bus for more than one complete trip. At the end of the trip, they must exit and have the option to take another ride on a different bus. This does allow a customer to have shelter from heat/cold for a longer period of time if it is needed. If a customer refuses to exit the bus at the end of the trip, GoRaleigh Supervisors and RPD officers are maintained within the GoRaleigh station and can be dispatched to assist buses that do not come downtown.

(No Attachment)

Follow Up from the September 20 City Council Meeting

Sidewalk Projects - Update for Project Delivery and Estimated Costs (Council Member Knight)

Staff Resources: Kenneth Ritchie, Transportation, 996-4112, kenneth.ritchie@raleighnc.gov

Brennon Fuqua, Engineering Services, 996-4172, brennon.fuqua@raleighnc.gov

During the meeting Council requested an update on the status of delivery of sidewalk projects and an update on estimated costs of the sidewalk petitions projects backlog. The following information will provide an update to the manager reports provided earlier this year, in which the delivery of budgeted sidewalks and the budgetary needs for the backlog of petition projects were discussed.

Table 1 gives a brief snapshot of projects being constructed by the City in CY2022 that include sidewalks. There are several programs within the city that construct sidewalks; CIP Projects (Sidewalks and Roadway Improvements), Sidewalk and Street Improvement Petitions (Intake Currently Suspended), Micro-gaps, Safe Routes to School, Cost Share, and the Complete Streets Implementation Program. Table 1 also includes the program groups that each of the CY2022 sidewalks fall into.

Table 1: Sidewalk Project Status (2022)

Street Name	Program	Status	Miles
Tryon	Capital Roadway	Complete	2.0
Lambeth	Petition Sidewalk	Complete	0.4
Latimer	Petition Sidewalk	Complete	0.4
Yonkers	Capital Roadway	Complete	1.8
Atlantic	Capital Roadway	In Construction	1.8
Poole Road	Capital Roadway	In Construction	0.9
Hunting Ridge	Micro-gap Sidewalk	In Construction	0.01
Reynolds	Petition Sidewalk	In Construction	0.3

West Rowan	Petition Sidewalk	In Construction	0.3
Blue Ridge Bike Ped	Capital Roadway	In Construction	0.4
Louisburg	Capital Sidewalk	In Construction	0.9
Navaho Road	Capital Sidewalk	In Construction	0.3
Freeman, Postell, Coleman	Safe Routes to School	Pending Advertisement	0.2
Plainview/Vale	Petition Sidewalk	Pending Advertisement	0.5
Wake Forest Road	Capital Sidewalk	Pending Advertisement	0.9
Capital Boulevard	Capital Sidewalk	Pending Advertisement	0.5
Maywood Avenue	Capital Sidewalk	Pending Advertisement	0.9
Wade Avenue	Capital Sidewalk	Pending Advertisement	0.6
Brighton	Petition Sidewalk	Pending Advertisement	0.4
Rawls	Petition Sidewalk	Pending Advertisement	0.2
Spring Forest Road	Capital Sidewalk	Pending Advertisement	0.9
Millbrook Road	Capital Sidewalk	Pending Advertisement	1.2
New Hope Road	Capital Sidewalk	Pending Advertisement	0.4
Total =			17.81

Table 2 contains the currently funded projects that include sidewalk installation that are not currently scheduled to be under construction in 2022. Scotland Street, Oxford Road, Bailey Drive, Norris Street, Lake Boone Trail Extension, Buffaloe Road, Cabarrus Street, and Valley Drive are all anticipated to begin construction in 2023.

Table 2: Funded Future Sidewalks

Street Name	Program	Status	Miles
Oberlin Road	Capital Roadway	Pre-advertisement	0.73
Blue Ridge Road Widening – South	Capital Roadway	Pre-advertisement	3.62
Carolina Pines	Capital Roadway	Pre-advertisement	2.74
Barwell Road	Capital Roadway	Pre-Advertisement	2.64
Scotland Street*	Petition Street	Advanced Design	0.16
Oxford Road	Petition Sidewalk	Advanced Design	0.53
Norris Street*	Petition Street	Advanced Design	0.03
Highwoods Boulevard	Cost-Share	Advanced Design	1.34
Old Wake Forest Road/Litchford Road	Capital Roadway	Advanced Design	2.49
Wake BRT: New Bern Avenue	Capital Roadway	Advanced Design	5.21
Blue Ridge Road Widening – North	Capital Roadway	Advanced Design	0.50
Six Forks Road	Capital Roadway	Advanced Design	0.87
Marsh Creek Road/Trawick Road	Capital Roadway	Advanced Design	1.40
Lumley / Westgate	Capital Roadway	Advanced Design	3.75
Lake Wheeler Road	Capital Roadway	Early Design	1.68
Lake Wheeler Road Multi-Use Path	Complete Streets	Early Design	0.06
West Street Extension	Capital Roadway	Early Design	0.18
Bailey Drive	Safe Routes to School	Beginning Design	0.29
Lake Boone Trail Ext	Petition Street	Beginning Design	0.12
Buffaloe Road	Complete Streets	Beginning Design	0.38
Cabarrus Street	Complete Streets	Beginning Design	0.18

Valley Drive	Petition Sidewalk	Beginning Design	0.30
Ronald Road/ Forest Ridge	Capital Sidewalks	Planning	0.25
North Hills Drive	Capital Sidewalks	Planning	0.25
Pecan Road	Capital Sidewalks	Planning	0.05
Fox Road	Capital Sidewalks	Planning	0.17
Lead Mine Road	Capital Sidewalks	Planning	0.13
Wade Avenue	Capital Sidewalks	Planning	0.21
Total = 30.26			

*Street petition projects that started as citizen requests for sidewalks

Table 3 (below) shows the prioritized list of unfunded petition projects, both street improvements with sidewalks, and sidewalk specific projects. The list includes an updated cost estimate and a potential schedule for project completion utilizing internal resources. The updated cost estimates reflect the latest unit prices we have received as part of projects that are currently under construction. The previous estimates were established when the projects were approved by Council between 2018 and 2019.

Table 3: Petition Project Backlog

Petition Prioritization Scoring	Street Name	Project Cost Estimate
1	Colleton Road (Sidewalk Petition)	\$293,000
1	Marcom, Kelford, Burt (Sidewalk Petition)	\$973,000
3	Inglewood Lane (Sidewalk Petition)	\$341,000
3	Cobblestone Court (Sidewalk Petition)	\$140,000
5	Brookhaven Drive (Sidewalk Petition)	\$1,175,000
6	Rember Drive (Sidewalk Petition)	\$1,479,000
Sidewalk Petition Total = \$4,401,000		
6	Aberdeen Drive (Street Petition)	\$1,145,500
8	Carolina Avenue (Street Petition)	\$3,650,000
9	Granville Drive (Street Petition)	\$4,855,000
Street Petition Total = \$9,651,000		
Sidewalk and Street Petition Total = \$14,052,000		

This total project estimate is a roughly \$1,800,000 increase over the previous estimated construction cost of \$12,300,000, or a 14.6% increase. More specifically, the Sidewalk Petition project estimate is \$808,000 higher than the previous estimate of \$3,593,000, which is a 22.5% increase in cost. These increases are largely attributed to the increase in labor and material costs that have been seen across all construction projects.

The estimates given in Table 3 represent the use of current, in-house design resources, which is how these projects are traditionally delivered. Alternative delivery methods, such as consultant-led design or design-build, could be used to expedite project delivery, but will have an additional cost. It is estimated that the utilization of an alternative delivery method could reduce project delivery times but would increase the project cost estimate by approximately 30%.

(No Attachment)

Six Forks Road Roundabout Proposal Consideration (Councilmember Cox)

Staff Resources: Kenneth Ritchie, Transportation, 996-4112, kenneth.ritchie@raleighnc.gov

Sylvester Percival, Engineering Services, 996-4053, sylvester.percival@raleighnc.gov

During the staff was notified that Mr. Steve Hull, a representative of the Church of Jesus Christ of Latter-Day Saints located at 5060 Six Forks Road, had emailed a presentation and proposal about roundabouts for the Six Forks Road corridor from Rowan Street to Lynn Road. In response to this email, Council requested a follow-up report on the design considerations.

The proposal from Mr. Hull has been discussed with internal stakeholder groups as well as several North Carolina Department Of Transportation (NCDOT) units. The following challenges and concerns have been identified with the implementation of roundabouts along Six Forks Road between Rowan Street and Lynn Road:

Capacity Concerns

- *Assess the future volume needs as projected in the Six Forks Road Corridor Study along the corridor from Rowan Street to Lynn Road*

While Mr. Hull's proposal of a dual lane roundabout alleviates the impact along the corridor outside of the intersection areas, there are shared concerns between the City and NCDOT as to the ability of the proposal to accommodate project traffic volumes. Traffic forecasts completed as part of the current Six Forks Road design effort project an average Annual Average Daily Traffic (AADT) of ~50,000 between Lynn Road and Rowan Street.

NCDOT has noted that an AADT count of 25k, as a sum of all the intersecting roads, was the maximum for a single-lane roundabout. For an AADT over 25k a dual-lane roundabout would be required. However, the additional lane for a dual-lane roundabout affects the way a roundabout operates. NCDOT also expressed concerns about whether a dual-lane roundabout could accommodate over 40k AADT, which Six Forks Road currently serves and projects to serve in the future.

Per conversations with NCDOT, current volume projections along this corridor challenge the sufficiency of even dual-lane roundabouts. Per the City Council adopted 2030 Comprehensive Plan, a four-lane road section can accommodate a capacity up to 35k AADT. Six Forks Road exceeds this level of usage; therefore, the Comprehensive Plan would recommend a six-lane section. A three-lane roundabout may be needed to address capacity needs and match the road geometry along this corridor. Using a dual-lane roundabout may result in unsafe lane departures. If a three-lane roundabout is needed, there would be no reduction in real estate impacts along the corridor with roundabouts added. Additional assessment is needed on the effects of the queue times.

NCDOT currently maintains Six Forks Road and the City does not intend to take the maintenance as part of this project. As such, NCDOT's approval of the design will be required.

Design and Real Estate Impacts

- *Assess the potential impact on adjacent properties for a three-lane roundabout design at all intersections*

The proposed roundabout design would necessitate a larger area of property impact at the intersections than a standard signalized intersection. Mr. Hull's materials reference both Carmel, IN and the Clearwater Gateway in Clearwater Beach, FL. These dual-lane roundabouts have a right-of-way of approximately 230' and 300' respectively with the inclusion of the bicycle and pedestrian facilities. The current design of Six

Forks Road has a right-of-way of 136'. These roundabouts would increase the right-of-way by 94' and 164' respectively. Please see attachment for depictions of roundabout impacts using the Clearwater Gateway as a template due to a similar capacity.

A right-of-way increase of this magnitude would require significant real estate acquisition. Additionally, these increases are only compatible for the dual-lane roundabouts. As stated previously, there are capacity concerns with dual-lane roundabouts and three-lane roundabouts may be required. Three-lane roundabouts would cause additional real estate impacts.

Multi-Modal Safety Concerns at Intersections

- *Bicycle and Pedestrian Accommodation Concerns*

One of the main goals of this project is to provide a safe passage for all modes of transportation through the corridor. Installing multi-lane roundabouts at all intersections would dramatically increase the conflict points between vehicles, cyclists, and pedestrians. Roundabouts create a traffic pattern where the cars make free flow movements without a stop condition. Increasing the number of lanes in a roundabout causes a longer crossing distance for other users. This leads to long wait times for bicycle and pedestrian users to cross, especially during peak hours. It creates situations where users cross in an unsafe manner.

Additional design considerations will need to be made to enhance the safety and usability for bicycle and pedestrian users. These include costly separation of facilities throughout the roundabout. The current design of protected bike lanes and the intersection gives cyclists and pedestrians a way to navigate this corridor safely.

(Attachment)

Follow Up from the October 4 City Council Meeting

Homebuyer Assistance Program – Participant Targeting (Council Member Stewart)

Staff Resource: Erika Brandt, Housing & Neighborhoods, 996-6975, erika.brandt@raleighnc.gov

During the meeting Council suggested a revision to the wording of the eligibility criteria of the new Bond-funded Homebuyer Assistance Program from “first-time homebuyer” to “first-generation homebuyer”.

The difference between “first-generation” and “first-time” homebuyer is that unlike people whose parents and grandparents have owned houses, first-generation homebuyers are the first in their family (or in this country) to purchase a home. The U.S. Department of Housing and Urban Development (HUD) generally defines a “first-time homebuyer” as an individual who has had no ownership in a principal residence during the past three years.¹

While the City cannot readily restrict eligibility for the Homebuyer Assistance Program along lines other than income and prior ownership history for the buyer in question, program marketing can be tailored toward first-generation homebuyers. In fact, information from the lender network indicates that many of the buyers assisted through the City’s program are indeed the first in their families to purchase homes.

Most buyers – approximately 72% – are women. Single individuals with no children account for about 46% of the buyers, followed by two-person households (23%). Sixty eight percent (68%) of participants were Black

or African American, 22% were white, 5% were Asian or Pacific Islander, 3% were Hispanic or Latinx, and 2% did not provide race/ethnicity information.²

¹ This definition includes a spouse (if either spouse meets the definition, they are both considered first-time homebuyers). Other individuals included in the definition are: a single parent who has only owned with a former spouse while married; an individual who is a displaced homemaker and has only owned with a spouse; an individual who has only owned a principal residence not permanently affixed to a permanent foundation (i.e., a mobile home); and an individual who has only owned a property that was not in compliance with state, local or model building codes and which cannot be brought into compliance for less than the cost of constructing a permanent structure.

² The demographic information provided covers FY15-16 through the current date. During that period, a total of 322 households were assisted.

(No Attachment)

Temporary Emergency Housing Resources (Council Member Branch)

Staff Resource: John Niffenegger, Housing & Neighborhoods, 996-6961, john.niffenegger@raleighnc.gov

During the meeting a Council Member referenced a tree that fell on a residence during Hurricane Ian and asked what programs the City has for providing temporary housing (from 24-72 hours in duration) to assist when there is an emergency.

In such occurrences, whether the unit is owner- or renter-occupied, the occupant should first contact their homeowner's/renter's insurance provider to determine policy coverage for immediate assistance for temporary relocation housing and other losses.

In addition, the Red Cross offers Immediate Disaster Related Assistance, including emergency financial assistance, for events such as fire and natural disasters. A household that experiences property loss as a result of a natural disaster should contact the local Red Cross (919-231-1602) or national dispatch (1-800-RED-CROSS) for immediate assistance, after which a case worker is assigned who will contact the property owner within a few hours of the claim. The case worker will visit the property and assess the situation, after which monetary aid is put on a card that can be used to cover shelter, food, and clothing. The assistance can be used for as little as 24 hours or the duration they need to be evacuated from their dwelling.

Finally, the City provides funding to nonprofits to provide emergency shelter and homelessness prevention services. To access these services, individuals should contact the Access Hub (919-443-0096 or AH@partnershipwake.org) for referral to services. Eligibility for homelessness prevention is limited to households earning 30% or less of the Area Median Income who meet HUD's requirements for homelessness prevention.

(No Attachment)

Follow Up from the October 18 Work Session

Map of City-Funded Rental Developments (Council Member Cox)

Staff Resource: Erika Brandt, Housing & Neighborhoods, 996-6975, erika.brandt@raleighnc.gov

During the work session, Council requested a location map of City-funded rental developments.

Staff with Housing & Neighborhoods and the Information Technology departments recently collaborated to create such a map. The map can be found on the City website at the Affordable Housing Goals webpage (about halfway down the page), at this link: <https://raleighnc.gov/housing/affordable-housing-goals>.

(No Attachment)

Weekly Events Digest

Friday, October 28 – Thursday, November 3

City of Raleigh Office of Emergency Management and Special Events
specialevents@raleighnc.gov | 919-996-2200 | raleighnc.gov/special-events-office

Permitted Special Events

[Band Together's Mighty Giveback: Turnpike Troubadours](#)

Red Hat Amphitheater & Lenoir Street

Friday, October 28

Event Time: 5:00pm - 11:00pm

Associated Road Closures: Lenoir Street between S. Dawson Street and S. McDowell Street will be closed, and Lot 62 will be used from 6:00pm on 10-27-22 until 11:59pm on 10-29-22.

[Day of the Dead 5K](#)

Historic Oakwood Cemetery & Wilmington Street

Saturday, October 29

Event Time: 10:00am - 12:00pm

Associated Road Closures: Wilmington Street between E. Hargett Street and E. Morgan Street will be closed from 8:00am until 1:00pm. The route will be closed from 10:00am until 12:00pm; note that all cross-streets one block in each direction will be detoured, [view route here](#), and see below for turn-by-turn details:

Begin on Wilmington Street heading north; Right onto E. Morgan Street; Left onto N. Bloodworth Street; Right onto Oakwood Avenue; Enter Historic Oakwood Cemetery; Exit Historic Oakwood Cemetery; Return by the same route

[Spellbound Square](#)

Moore Square

Saturday, October 29

Event Time: 10:00am - 3:00pm

Associated Road Closures: No roads will be closed for the event. All sidewalks directly next to Moore Square will be used from 7:00am until 5:00pm.

[Movies on the Lawn: Halloween Double Feature](#)

Dorothea Dix Park, Flowers Field

Saturday, October 29

Event Time: 6:00pm - 11:00pm

Associated Road Closures: Dawkins Drive will be closed, and Flowers Field will be used from 3:00pm on 10-29-22 until 1:00am on 10-30-22.

[Revista Latina – Day of the Dead](#)

City Plaza

Sunday, October 30

Event Time: 12:00pm - 4:00pm

Associated Road Closures: Fayetteville Street between Davie Street and the south end of City Plaza will be closed from 8:00am until 8:00pm. Note that the 500 block of Fayetteville Street will remain open for local traffic.

[Black Flea Market](#)

Market Plaza & Exchange Plaza

Sunday, October 30

Event Time: 1:00pm - 5:00pm

Associated Road Closures: No roads will be closed for the event. Market Plaza and Exchange Plaza will be used from 11:00am until 6:00pm.

Other Upcoming Events

[Adult Nights: Nocturnal by Nature](#)

Friday, October 28
North Carolina Museum of Natural Sciences

[Family Naturalists: Nocturnal Nature and Night Hike](#)

Friday, October 28
Walnut Creek Wetland Park

[The Haunted at the Pines](#)

Friday, October 28
Carolina Pines Park

[Historic Cemetery Trolley Tour](#)

Friday, October 28
Mordecai Historic Park

[Dropkick Murphys](#)

Friday, October 28
Memorial Auditorium

[New York Islanders vs. Carolina Hurricanes](#)

Friday, October 28
PNC Arena

[The Music of Harry Potter – NC Symphony](#)

Friday, October 28 & Saturday, October 29
Meymandi Concert Hall

[Pumpkin Picnic](#)

Saturday, October 29
Mordecai Historic Park

[Artist Reception: September/October Gallery Exhibition](#)

Saturday, October 29
Pullen Arts Center

[Trunk or Treat](#)

Saturday, October 29
Sanderford Road Park

[Dracula – Carolina Ballet](#)

Saturday, October 29 & Sunday, October 30
Fletcher Opera Theater

[Moore Square Market](#)

Sunday, October 30
Moore Square

[Washington Capitals vs. Carolina Hurricanes](#)

Monday, October 31
PNC Arena

Weekly Events Digest

Friday, October 28 – Thursday, November 3

City of Raleigh Office of Emergency Management and Special Events
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[Day of the Dead \(Día De Los Muertos\)](#)

Tuesday, November 1

Pullen Park Community Center

[Lees-McRae vs. NC State](#)

Wednesday, November 2

PNC Arena

[Reba McEntire](#)

Thursday, November 3

PNC Arena

Public Resources

[Pilot Text Alert Program](#): Sometimes spontaneous events happen downtown and in other areas that could affect local businesses. If you'd like to receive notifications when those events happen, including unpermitted ones, sign up for text alerts.

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Office of Emergency Management and Special Events. We will use this helpful information in future planning.

[Road Closure and Road Race Map](#): A resource providing current information on street closures in Raleigh.

[Online Events Calendar](#): View all currently scheduled events that impact City streets, public plazas, and Dorothea Dix Park.

Council Member Follow Up



