

City of Coral Gables City Commission Meeting
Agenda Item F-5
October 28, 2025
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Vince Lago
Vice Mayor Rhonda Anderson
Commissioner Melissa Castro
Commissioner Ariel Fernandez
Commissioner Richard D. Lara

City Staff

City Attorney, Cristina Suárez
City Manager, Peter Iglesias
City Clerk, Billy Urquia
Deputy City Manager, Joe Gomez

Public Speaker(s)

Maria Cruz
Roland Rodriguez
Robert Ruano

Agenda Item F-5 [Start: 2:07 p.m.]

A Resolution of the City Commission setting forth guidelines for determining the placement of new sidewalks. (Sponsored by Commissioner Castro)

Mayor Lago: Final item before we go to lunch. F-5.

City Attorney Suarez: F-5 is a resolution of the City Commission setting forth guidelines for determining the placement of new sidewalks.

Mayor Lago: Commissioner your item.

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Commissioner Castro: This is basically a resolution just setting forth a practice we've done before. I think we need to clarify that when we are placing sidewalks, yes, we should be surveying residents asking them if they want a sidewalk. But moving forward, I think there needs to be clear guidelines to the fact that it should be the professionals, it should be Public Works, and it should be engineers where they decide where the appropriate sidewalk should go. Usually, it goes closer to the to the property line. However, there could be situations that we need to go around trees or whatever the case is. This in reality is just setting forward that we will let Administration take care of this. This shouldn't be a debate going back and forth all the time. They should have the safest placement, protecting the trees closest to the property line, basically. So, if everybody is okay with this. I'll go ahead and I'll move it.

Mayor Lago: No, I'm not okay with it. I'd like to have somebody from staff explain it to me in detail. DCM thank you.

Deputy City Manager Gomez: Good afternoon, Mayor Lago, Vice Mayor Anderson, Commissioners, Deputy City Manager Joe Gomez. So, in designing for sidewalks, all municipalities are guided by certain design standards. In Florida, what is commonly referred to as the Florida Green Book, which is officially known as, The Manual of Uniform Minimum Standards for Design Construction Maintenance for Streets and Highways. It's the guiding principle by -- and that's an offshoot from the State of Florida's Department of Transportation. So, in essence it provides guidance and standards for minimum, for designing of sidewalks, streets and so forth. In the case of sidewalks, while the desire always is as close to the edge of the right of way as possible, it also provides clear guidance that says that, if there is issues with terrain, environmental conditions, such as trees and so forth, that the engineers can make substantial changes in order to be able to accommodate the sidewalk. In doing some research for this today to prepare myself for this today. I took a deep dive and went back to my DOT days. And the Florida Department of Transportation has what they have the Florida Design Standards, and in doing that they have one particular, and this is very important to this discussion, because they have a standard which I actually brought a copy of to demonstrate. But this is from the Standard Index of Plans from the Florida Department of Transportation. It's index 555-01. 001. And here, it clearly shows a standard for a sidewalk without a utility strip, a six-foot sidewalk with curb and gutter. Now, the reason I bring this up is, if this is what is referred to as a minimum standard and it's safe for state highways, it's most certainly safe for local municipal streets as well. So, the point is that, while we always try, the desire is always to move the sidewalk close to the right-of-way, there are cases, and in this city in particular, because we have roads that have been there for at least as long as the city has been around, for almost 100 years. Granada is a perfect example, where you have right-of-ways where the trees have grown over time, the roots have grown out and the canopy, you have beautiful canopies, but it's simply impossible to be able to accommodate a sidewalk to the edge of the right- of-way. So, in those cases, as engineers, we look at practical solutions. And the practical

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solutions indicate that we can use curb and gutter, as opposed to putting a flush sidewalk on the right-of-way. So, I guess what I'm trying to say is, we do this as a normal course of business, Commissioner. Our engineers are trained, and we follow design guidelines. This comes from the Florida Department of Transportation. The Green Book is actually published by the Florida Department of Transportation. So, it's a standard that municipalities use. So, it's very important that when we look at these sidewalk projects, particularly in the City of Coral Gables, which is, as you know, has a large canopy of trees. We have to be able to achieve the two important goals, preserve the canopy: while also providing for pedestrian safety and that's the mission.

Commissioner Castro: Through the Mayor.

Mayor Lago: But I wasn't done yet. So, my point was, my point was, I just want to be clear. We're already doing this. Correct?

Deputy City Manager Gomez: Yes sir.

Mayor Lago: So, when I've dealt with our Public Works Director and our other Public Works Director Melissa, we already apply these standards. What we have here are issues where we have cities that there's not one uniform condition.

Deputy City Manager Gomez: Correct.

Mayor Lago: We have certain roads that are tight, some roads that are wider. We have trees that are in the way. We have monuments. Sometimes entrance features that are in the way. We have roots that are in the way just to name a few. We have to find solutions.

Deputy City Manager Gomez: Correct.

Mayor Lago: And we go back to the Alhambra project that for 10 years was something that we discussed and we're missing three blocks of sidewalks. Just this week alone, I saw an older lady, you know walking with a cane in the middle of the street. Again, that to me, we're not always going to be 100 percent perfect, but putting a sidewalk, even if it has to meander and it has a curb, is much better than what we have right now. And it is currently acceptable by the standards that you mentioned there in regard to FDOT. Madam Vice Mayor, you had a question.

Vice Mayor Anderson: Well, I just, I was going to add some commentary because, you know, as an individual that's walked a lot of the blocks around here and you're dealing with the shrubbery that people have next to the property line and the hedges growing over the head, over the sidewalk, this is why you see people walking on the streets a lot of times. And the other reality is it can actually be dangerous to put a sidewalk next to a property line when you have a wall or a hedge that's blocking visibility from a driveway entrance. So, we have some very wide swales in areas where it would actually be more beautiful if you had a meandering sidewalk because you have the

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space to be able to do that. You see that when you go visit other towns and so forth, you go, wow, that looks really nice. It's a welcoming sidewalk. You could go and travel down it. And some of the sidewalk areas too, you know, where we have the space, you could do a shared use path instead of a five-foot sidewalk or a six-foot sidewalk or an eight-foot sidewalk that's ten feet. You've accomplished two things at the same time. You can have people on the bicycle, and you can have people walking and plenty of space to keep them off of the street and crowding everybody out. So, there's just no need for this. We need to let staff do their job, and they're doing a magnificent job of doing that, and to be able to preserve the tree canopy that the residents want to keep.

Mayor Lago: Commissioner Fernandez.

Commissioner Fernandez: I understand what both of you have said, but I think if we can increase the standard, not just go with the minimum standard, I'm okay with it, so I'll be happy to second your motion.

Commissioner Castro: Thank you. Through the Mayor. I think we're getting a little confused here with what I'm proposing because what I'm hearing from my colleagues is way off. I am putting full faith in the city. That's exactly what I'm saying. The only thing I'm trying to clarify here is that we should not be going back and forth with residents. We should accept what they want. They want a sidewalk. It's perfectly fine. We will give them a sidewalk. But it should be up to the city and the design professionals, Public Works, to where that sidewalk goes. This is not about having a sidewalk on the curb or not having it on the curb. This is about us putting our faith in your expertise, basically. So, this is not the standard that we've been following. You know, during this whole hammering, I know there's a resident right there. There was a resident that hired their own arborist report, their own arborist guy. We should not be going back and forth, especially when it has to be best practice, when it has to be the safest, and I think we need to put our faith completely on the city. That's basically it.

Mayor Lago: Commissioner, I would love nothing more than to agree with you, but then we would be both wrong. So, the issue at hand is very simple. You talk about resident input, resident input, door hangers. I think that's your monumental piece of legislation in almost three years. Why not have input from the residents? Why are we afraid to have a conversation with the residents? I think it's a great thing. You were talking about there wasn't enough input right now in regard to the parking garage, which has been talked ad nauseum for 15 years. So, my point is, like I said before, let's stop politicizing sidewalks, and the issue is this meet the standard, and what we did here was not just the minimum standard, and correct me if I'm wrong, Mr. DCM, this is not a minimum standard issue. We found a solution, and the solution was there was, there massive, massive 100-year-old trees. We weaved through the trees in an effort to not cut the roots, which would destabilize the trees, and we had also issues with resident driveways, and we found a solution. This application has been used in front of my house on San Amaro. This application has been used on

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Blue Road. This application has been used throughout the city as a solution. Curbs, as you said right now, are completely acceptable. We try our best to do the highest standard, but this is completely safe and within engineering standards. So, Commissioner, would you like to say anything before I open up to public comment?

Commissioner Lara: I'd like to add, yeah, and more of a question, perhaps, because I might have been confused, Commissioner Castro, but I thought you said that this is not about sidewalk placement. Did you say that?

Commissioner Castro: Yeah.

Commissioner Lara: Okay.

Commissioner Castro: Through the Mayor. No, no, no. I wanted to clarify your question. Do you want me to, or do you want to continue?

Commissioner Lara: Well, maybe I can clarify my question, right? Because I believe that's what you said. What you're proposing here in Section 2 is that the City Commission is directing the city staff to determine, follow these guidelines to determine the placement of sidewalks. So right off the bat, right, you're proposing that this will limit where the city staff places the sidewalks by determining its placement to be in Number 1 of Section 2, as close as possible to the abutting property line. So, okay, well, I'm just reading this, and I know you're shaking your head, and I have a few other comments, but let's just start with that first one. So, are you trying to determine through this piece of legislation for the city staff that when there's any discretion, that will be removed in the first place because it has to be as close as possible, the placement of the sidewalk to the abutting property line?

Commissioner Castro: No, no. That is not the point of this legislation. The point of this legislation is to give complete faith to the city for them to determine where it goes. Usually, the standard would be closest to the property line. That is not something I am imposing. That is the standard. Now, given the fact of how we function, given the fact that we are a Tree City, there's certain things that we need to respect. Now, when we talk about resident input, there is resident input. We're sending ballots to the residents to find out if they want a sidewalk or not. I'm just clarifying that moving forward, we should leave this to the city to decide. If they think the safest place is on the curb, then it's on the curb. It's up to the city. If you want to save as many trees as possible, it should be up to the city.

Mayor Lago: Well, if I may clarify, because this is what we call redundant legislation, and we have a lot of this today here, redundant legislation. Mr. DCM, is what is being requested to be voted on today already the standard for the city?

Deputy City Manager Gomez: Yes, sir.

Mayor Lago: Okay. So, there's no need for this. There's no need for this. Maybe to send out an email or put it on social media saying you passed this. We already do this. We already do this, just like the next one that's coming up with kickbacks, and we'll get to that one soon. You were saying.

Commissioner Lara: Right. So, to respond to you, while it may be redundant, okay, I would just quibble with that a little bit. I agree that we already cover this already, but where my concern comes from is paragraph one is with the affirmative command, right, sidewalks shall be placed as close as possible to the abutting property line is not even aspirational or suggestive. That is determinative. That's a direction to the city staff. And then the other concern I've got, right, is the position you're taking in this legislation about residents and their input. Quoting you from paragraph number three, the placement decisions must, again, we use the word must, that's quite specific and it's a command, right, must align with best engineering and safety practices. It's certainly the word best. When you use those kinds of terms, it just opens up everyone's opinion as to what that might mean, and we can have a debate from here until kingdom come, and we've actually seen some of that before. When you've actually had residents show up and provide their positions, right, as to what is the safest or what is the best, but you conclude paragraph three by saying all of this alignment in terms of what's best, it must align with that and not with the resident preference. I find it surprising that you're legislating elimination of residents' preference when coming to a determination about the placement of a sidewalk. It seems to me, with all respect, to be going everywhere. You're determining here it must be as close as possible to the abutting property line, but I don't want to hear from the residents if, in their opinion, it doesn't align with what the city would say is the best engineering or safety practices. In addition to all of that, as the Mayor brought up, it seems that we already cover, and as the city mentions, we've already covered.

Mayor Lago: Thank you, Commissioner. Mr. Clerk, can we hear public comment, please?

City Clerk Urquia: First speaker, Mr. Mayor, Mrs. Maria Cruz.

Mrs. Cruz: Mrs. Maria Cruz, 1447 Miller Road. Here we go again. We can never do anything without bringing politics involvement. I understood what she was saying. Yes, I understood what you were saying, too, but the two did not conflict. I didn't see a conflict. It could be she explained exactly what she wanted, and it makes sense to me. I've sat in these Chambers many times when the engineers, the people that know, the experts say this is what we should do, and then we have to listen to 555 people. No, I want it this way, I want it that way. What she's saying, and it was very clear to me, I didn't see any politicking involved, except for the Mayor that has to bring it up, the past, the future, the present. What happened 500 years ago, etc. What she's saying, and I agree with that, the way she explained it was very clear in my mind. If I didn't have a sidewalk in front of my house, I do, and I wanted a sidewalk, the city should say, okay, all of you want sidewalks,

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we're going to provide you a sidewalk. But we should not say, where do you want it? It should be where is the best place to put it, according to the experts. I don't think that the issue is whether we're going to give you a sidewalk, but why should we have different people say, I want it next to the trees, I want it behind the trees, I want it in front of the trees, I want it by the curb, I want it by. You know, it should be where the experts, the people that get paid to know what the best place for it. And they'll take into account whether they're trees, whether they're shrubs, whatever. It would be up to them to come back and say, okay, for these three blocks, the best place to do it is here because of this and that and the other thing. That's all she's saying. There's no, it's very simple. We do not have to go the convoluted way and try to see what happened in 1492 when Columbus came to America.

Mayor Lago: So let me set the record straight because, again, absolutely all over the place, not making any sense, just trying to confuse as many people as possible. What Maria Cruz is talking about is the issue of, and what's happening here is we're trying to remove resident input. You had certain residents on Alhambra that were not in favor of sidewalks. I walked, knocked on doors, so did the Vice Mayor. We explained to them the importance of finally connecting this area, especially when you have the convergence of traffic on the bridge. We were able to have this conversation with staff present. We talked about different alternatives. We said, if we add the sidewalks, we're going to have to remove the trees. The residents were adamant about not removing the trees because they were mature, 100-year-old trees, they did not want to leave those trees. So, we found solutions to save the trees and work around in an effort to make everyone happy and deliver on pedestrian safety. So, the idea of saying that we want to limit input would have resulted in these residents not coming together and delivering sidewalks on this much needed area. We built consensus, and we found a solution. It's not perfect, but it's much better than what's currently there. So, I think that's what you're trying to make a point. And what this Commission is saying that we're finding solutions to not make everyone happy but not make everyone upset. And this sidewalk, while not perfectly placed where certain people in this community would like it, who are not here today, or Ms. Cruz, but at the end of the day, they make all the residents who live in that area happy. And there's connectivity for everyone in the community to enjoy, and they don't have to walk on the street anymore. They can use a sidewalk. I think that's appropriate. Mr. Clerk.

City Clerk Urquia: Roland Rodriguez.

Mayor Lago: Good afternoon.

Mr. Rodriguez: Good afternoon. Roland Rodriguez, 3310 Alhambra Circle. I've invested over two years of my time going over this sidewalk issue, and I still don't have a sidewalk. I know we're three minutes, so I respectfully ask just a little bit more leniency on my opinion.

Mayor Lago: Sir, what do you do for a living?

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Mr. Rodriguez: I'm a civil engineer, professional engineer.

Mayor Lago: Okay.

Mr. Rodriguez: I completely agree with Commissioner Lara as far as the statements. Shall, when you use shall in engineering, you're telling the engineer you need to do this in a certain direction. Must, with the safety practices rather than resident preference. She's framing resident preference rather than input. It was our input, not a preference. Complete faith in your staff. Yeah, you have complete faith in your staff, but then you bring up the issue of safe or safest. So, you have the opinion of a professional, and you're saying, no, but that's not safe. I want the safer opinion. You're kind of like twisting the result of what you're asking for. So, I prepared a short statement. This proposed resolution is unnecessary, misguided, and fundamentally dismissive of resident participation, the very foundation of good governance. It is presented under the guise of guidelines, but in practice, it restricts meaningful public input and undermines the collaborative process. Commissioner Castro has continuously implied that there are varying degrees of safety, safe versus safer in engineering design. This notion is both inaccurate and misleading. Engineering practice does not recognize the safety or option among compliant designs. Licensed engineers adhere to established standards, manuals, and professional guidelines that ensure all approved options meet safety criteria. Professional engineers make determinations based on existing conditions, data, and technical judgment, not subjective or political preferences. By suggesting that deviations from prescribed alignment could compromise safety, the resolution introduces a false hierarchy of safety and ironically increases the city's exposure to liability by disregarding professional judgment in favor of arbitrary direction. The resolution directs staff to place sidewalks as close as possible to the abutting property line. This respective language ignores the fundamental purpose of engineering evaluation, which is to adapt design to field conditions. From personal experience during the Alhambra Circle process, qualified engineers and arborists reviewed every alignment alternative and selected one that balanced safety, accessibility, and preservation of mature trees, an approach consistent with the best practices and community character. The resulting alignment was safe, engineered, and approved. To characterize that decision as anything less is to undermine the integrity of city staff and the professional expertise on which the Commission routinely relies. The resolution's final clause that placement decisions must align with the best engineering and safety practices rather than on resident preference is disingenuous. Resident input has never overruled engineering standards; it has complimented them. Residents are not demanding unsafe sidewalks, they are asking for solutions that preserve the character, trees, and integrity of the neighborhoods within the bounds of safety and sound design. Framing resident participation as interference sets a dangerous precedence. It replaces collaboration with control and transforms the city's public process into a political one. In conclusion, the Alhambra Circle alignment represents a successful balance between safety, engineering, and community values. This resolution seeks to reopen that settled process under the pretext of guidelines, effectively punishing collaboration and

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stifling the voices of those who live with the outcomes. Rather than adopting a policy that limits resident involvement, the Commission should strengthen opportunities for collaboration between residents, engineers, and city staff. Public input is not an obstacle; it's an asset to better governance. At the end of the day, Commissioners serve for prescribed terms. Residents live with these decisions for decades. True leadership listens, it does not silence. Thank you.

Mayor Lago: Just for the record, because Ms. Cruz was desperately staring at the time, it was one minute and 12 seconds that he went over. This is an example of collaboration. This is an example of a licensed civil engineer coming up here and speaking the facts and the truth. This is what happens when you have Maria Cruz come up here and say, don't politic. What you see that's behind this resolution is pure and utter politics. That's why my comment was, I would love nothing more than to agree with you, but then we would be both wrong. And as I look around, I see all the residents shake their heads because it's the truth. Enough politicking, and let's do it right by the residents. We deliver a sidewalk. The sidewalk is already going to be built. We just finished the drainage. We're going to do the median, and it's something that's going to be only beneficial for the neighborhood. Mr. Clerk.

City Clerk Urquia: I have an additional speaker, Mr. Mayor. It's going to be on Zoom, and it's Mr. Robert Ruano.

Mayor Lago: Mr. Ruano, the floor is yours.

Mr. Ruano: Hello.

Mayor Lago: Yes, sir, the floor is yours.

Mr. Ruano: All right. Thank you. Trying to start this. Good afternoon. I just found out about this item, so I don't have a slick prepared statement like Mr. Rodriguez, but I'll tell you one thing. The Alhambra situation was the preferred route for four residents. After that, I met with Commissioner Lara with about 10 residents of the area that did not like it. Most people that, unless they're those four that want the sidewalk against the street, really want it where it goes, against the property line. I think the resolution makes a lot of sense. The state's Green Book itself says it should be as close to the property line as practical, and even other cities, like the City of South Miami, say it should be as close to the property line as possible, as practical. You should also note, I don't like to say people's names because he's mentioned mine many times, so I will, but Mr. Rodriguez's property, with the new proposed plan that would go against the property line, would not remove any of his trees. So, the fact that he's proposing it against the street, where it's the least safe, especially as a civil engineer, it's very concerning. And whether this is a collaboration, Mr. Mayor, this is not. This is based on your wish to get a sidewalk against the street. Last October, the Commission, the previous Commission, voted for a modified version that would have half of it against the property

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line, but then you came back several months ago, and with your new Commission, voted against it. I fully support this ordinance, this resolution, and the politicking is yours, Mr. Mayor. Let the engineers decide, and it will go against the property line. Thank you very much.

Mayor Lago: In response to Mr. Ruano, just to be clear, Mr. Ruano does not live in the neighborhood. The one that has driven the politicking here has been this gentleman here. I don't care, and I've said it before a hundred times, whether the sidewalk is on the curb, or the sidewalk is against the property line, I just want to deliver a sidewalk. That's it. And by the way, all the residents realize it. If it takes me meandering a sidewalk to save some trees and make some residents happy, so we don't have to cut down their canopy, at the end of the day, we deliver the sidewalk. It's just like we had to do in Blue Road. In Blue Road, we had to meander a sidewalk around some trees, and a portion of it got on the street, and we had to build a curb. But guess what? We delivered sidewalk on two bridges, where people used to have to go up the bridge, because there was no sidewalk. So, we're delivering results. We're not politicking, at the end of the day. Commissioner Lara.

Commissioner Lara: Just briefly, so, I'm just responding to the comments made by Mr. Ruano. And I really enjoyed meeting with him and, yeah, approximately 10 other residents during my office hours to discuss their preferences as the residents regarding the placement of the sidewalk. What I find surprising, and I'll just make this comment, is how he says he wholeheartedly endorses this proposed legislation, because were it to be enacted in Paragraph 3, the placement decision of the sidewalks would be done based on anything really other than resident preference. So, his statements, as well as the other 10 residents that I met with, would be given short shrift if this was, in fact, enacted. And then we would be left with the resulting debate regarding whether or not a best engineering or best safety practice was actually implemented. When enacting legislation, it is not a good idea to create more questions, introduce more uncertainty than if you never did. So, for that, I'm not supportive of this resolution.

Vice Mayor Anderson: Through the Mayor.

Mayor Lago: Madam Vice Mayor.

Vice Mayor Anderson: So, of those residents that you met with, someone emailed me, and I went through the choices that we had. And then I offered to meet with them. I said, "It's not necessary. You made the right choice. So, I mean, that was the end of it.

Mayor Lago: And by the way, I want to back up the Vice Mayor's comments. I didn't know she had also spoken to them. When I explained in detail that we had visited the residents who were most affected, we had sat down with staff on multiple occasions. We explained the arborist report. We explained that we had had several meetings with Deena, that we had had multiple meetings on

site with everyone involved, where Mr. Ruano basically held up a camera in everybody's face, filming everybody like this, you know. Again, we're talking about a sidewalk, talking about a sidewalk. That's what we're talking about. Like, let's get beyond this. There's so much more to do here. Why are we even bringing this back again? Mr. Manager, is the sidewalk going to be installed?

City Manager Iglesias: Yes, Mayor. And the sidewalk will be installed in according to engineering, good engineering practice.

Mayor Lago: Thank you very much.

Commissioner Castro: Through the Mayor.

Mayor Lago: Yes.

Commissioner Castro: Yeah. I want to clarify; this has nothing to do with the Alhambra sidewalk. Whatever was decided is what's going to happen there. This was moving forward. Another thing is, and I want to make it very clear; this is not about suppressing resident input. Resident input is going to be collected by ballots. The only thing that I was changing was a process in how we were doing it, in that debating of back and forth. It just should go where the City believes is the best way, not specifically next to the property line. I know you, Commissioner Lara, I know you say you're not in support of this, but is there, and I know that you have certain concerns with some of the language. And I'm wondering if maybe I could count with your vote if I amend some of the languages, some of the language in which you have concerns.

Commissioner Lara: Commissioner Castro, if I may, Mr. Mayor. The changes would be so replete that the best course would be just to vote it down.

Mayor Lago: And if I may add something. Please, just for the record, it's a public document. I know we want to backpedal now, but the item number three, placement decisions must align with the best engineering and safety practices rather than on resident preference. Mr. DCM, do we not use placement decisions must align with the best engineering and safety practices already?

Deputy City Manager Gomez: Yes, sir.

Mayor Lago: We've got to continue to say that because before you know the blogs, before you know it, we're doing whatever we want. And when I talk about resident preference, when she talks about resident preference, yes, you are correct. Residents will have the ability to vote. It's what happens. It happens with sidewalks. It happens with circles, correct? But at the end of the day, I want a resident that votes no on a traffic circle to be able to have a conversation with that individual and say, hold on a minute, don't vote no. Don't vote no on that sidewalk. Don't vote no on that traffic circle. How can we find common ground? What can we do so we can deliver traffic

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calming? Mr. DCM, because I don't want it to be from me. You know, it's very, there's a lot of faith and there's some people that don't have faith in elected officials. When we speak with individuals and they say no on a traffic calming, we try to have a conversation and say, how can we meet in the middle? I mean, we try, right?

Deputy City Manager Gomez: We do. We work with the residents as much as we can and to be able to accommodate. For example, when we place the speed cushion, sometimes when the balloting is done, once we go out there to place the speed cushion, we find that the resident didn't realize that it was going to be a speed cushion. So, we try to adjust as much as we can within the limits of what we can do. So, we always work with the residents.

Mayor Lago: We try to find some preferences, some middle ground in an effort to just try to deliver traffic calming, sidewalks, you know, traffic circles. I mean, I think these are important things and it just can't be, you can't have the rigidity. So, at the end of the day, you know, again, they don't say it's about Alhambra, but you have Mr. Ruano here who has been the number one antagonist in a neighborhood that he's not even a part of. And you have the residents are in favor of here, one of who's a civil engineer. So, let's move forward. Let's deliver on sidewalks for all the communities and find solutions in areas where people don't have connectivity because they want to maybe save a tree or they might want to see a sidewalk meander. So, I think it's a good thing. Mr. Clerk, we have a motion and a second on the floor.

City Clerk Urquia: Yes, Mr. Mayor.

Mayor Lago: Yes.

Commissioner Lara: No.

Vice Mayor Anderson: No.

Commissioner Castro: Yes.

Commissioner Fernandez: Yes.

Mayor Lago: No.

(Vote: 2-3)

Mayor Lago: Mr. DCM, as always, I don't need to tell you, please continue to follow best practices as a licensed engineer. Thank you, sir.