

**From:** [Gina Landucci](#)  
**To:** [Transportation Commission](#)  
**Subject:** Agenda Item 8: Oppose City Options  
**Date:** Tuesday, October 21, 2025 3:59:53 PM

---

[You don't often get email from glanducci@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello, I would like it on record that my husband and I oppose the City's options for reconstruction of Pontiac Trail. We have lived on the corner of Onaway Pass and Pontiac Trail since 2000, Pontiac was in rough shape then, and has continued to degrade with no upkeep. That Pontiac needs to be redone is not the issue.

The City's (and Alder Yannette Figueroa Cole's) approach and lack of interest in resident input has been incredibly disheartening. There are clearly safety, cost, environmental, and aesthetic factors to consider, yet the city's current plan is simply a one-size-fits all which is a huge shame.

The Summit Woods neighborhood, and Pontiac Trail in particular, is not heavily trafficked - pedestrians, bikes, or cars. And the pedestrians and bikes on Pontiac Trail are almost 100% residents like myself.

At the last public meeting, it was so hard to hear the engineers repeat over and over that city policy dictates sidewalks on both sides for "equity" so people of all ages and capabilities can access our neighborhood. And yet, the city told us we didn't have the density or foot traffic required for a crossing guard so our kids can cross Midvale safely for school, or a sound barrier along the beltline. I ride my bike everywhere, as do many other neighbors, so how is prioritizing double sidewalks and parking on one side equitable to me as a biker? Where are we, the residents who will be directly impacted by the reconstruction plan, in the equity equation?

The irony is the City's plan is most certainly the most costly - both from a construction standpoint and individual resident cost.

The City's plan is definitely not minimizing the environmental impact - trees removals will need to happen, and yet more pavement with double sidewalks, and curving the sidewalk around trees that will continue to grow, causing future upkeep/cost does not make sense.

I urge the Transportation Commission to consider further options for the reconstruction. Our neighbor, Layne Larson has put together an incredibly thoughtful and well researched plan (Option 3) that I know he will share. Please don't just check the box and move onto the next agenda item - listen to your fellow citizens so a plan can be agreed upon that will truly make our neighborhood a better place for everyone.

Gina Landucci & Mike Baumann