



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, JULY 15, 2019, 5:30 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

I. *Members:* Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Brad Strouf, Brigid Riordan, Ray Smith, and 1 vacancy.

Present and Voting: Craig Stevens, Brad Strouf, Brigid Riordan, Ray Smith

Present and Not Voting: Daniel Theno

Excused: Matt Kuepers

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, July 15, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Commissioner Brigid Riordan, seconded by Ald. Craig Stevens to approve the agenda for the Monday, July 15, 2019 Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried.

Yes- Brad Strouf, Brigid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

C. APPROVAL OF MINUTES.

I. Approval of the Monday, June 17, 2019 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Commissioner Brighid Riordan, seconded by Ald. Craig Stevens to approve the minutes from the Monday, June 17, 2019 Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

D. REGULAR BUSINESS.

1. *General Business*: Report by the Police Department of the 2019 2nd quarter serious injury and fatality crashes. (All Alders)

Moved by Commissioner Ray Smith, seconded by Commissioner Brighid Riordan to receive and place on file the report by the Police Department of the 2019 2nd quarter serious injury and fatality crashes. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

2. *Referred Back To Staff*: The request by Ald. Wery to establish a 4-WAY STOP condition at the intersection of Shirley Street and Locust Street. (Ald. Wery - District 8)

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to postpone the request by Ald. Wery to establish a 4-WAY STOP condition at the intersection of Shirley Street and Locust Street. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

3. *Referred Back To Staff*: The request by Ald. Wery to establish a 3-WAY STOP condition at the intersection of Western Avenue and Maryhill Drive. (Ald. Wery - District 8)

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to postpone the request by Ald. Wery to establish a 3-WAY STOP condition at the intersection of Western Avenue and Maryhill Drive. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

4. *Initial Request:* Consideration with possible action on the request by Ald. Stevens on behalf of TNT Crust to review the parking on the east side of Elizabeth Street between Morrow Street and Elm Street. (Ald. Stevens - District 5)

Moved by Ald. Craig Stevens, seconded by Commissioner Brigid Riordan to, on a 90-day trial, establish a 2-HOUR 7 AM to 7 PM MONDAY THRU FRIDAY parking zone on the east side of Elizabeth Street from a point 150 feet north of Morrow Street to a point 65 feet north of Cedar Street.

Yes- Brad Strouf, Brigid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

5. *Initial Request:* Consideration with possible action on the request by Ald. Stevens to have a traffic study done for University Ave within the University Corridor. This study should include the area of Danz and University intersection, Peters and University intersection, Clements and University intersection along with University Way and University Ave intersection. This study should include the traffic patterns between the hours of 7 am and 7 pm. (Ald. Stevens - District 5)

Moved by Ald. Craig Stevens, seconded by Commissioner Brigid Riordan to refer to staff to study post development traffic counts of the Festival Foods and Kwik Trip area, more specifically the intersections of University Avenue & Danz Avenue, University Avenue & Peters Street, University Avenue & Clement Street, University Avenue/Sturgeon Bay Road & University Avenue, and University Avenue & University Avenue (a.k.a., Riviera Lane). Motion carried.

Yes- Brad Strouf, Brigid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

6. *Initial Request:* Consideration with possible action on the request by Ald. Scannell on behalf of the Mike Hammer (724 Day Street) to remove the NO PARKING 15 MINUTE LOADING ONLY zone on the south side of Day Street between Jackson Street and Quincy Street. (Ald. Scannell - District 7)

Moved by Commissioner Ray Smith, seconded by Ald. Craig Stevens to open the floor for discussion. Motion carried.

Yes- Brad Strouf, Brigid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

The following person spoke in favor of the request: Mike Hammer, 1045 S Northview Rd

Moved by Ald. Craig Stevens, seconded by Commissioner Brigid Riordan to close the floor for discussion. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith
No- None
Abstain- None

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to, on a 90-day trial, remove the NO PARKING 15 MINUTE LOADING ONLY zone on the south side of Day Street between Jackson Street and Quincy Street. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith
No- None
Abstain- None

7. Postponed from Previous Meeting: Consideration with possible action on the request by Ald. Johnson to address chronic complaints regarding speeding on 12th Avenue. (Ald. Johnson - District 9)

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to postpone until the August meeting the request to address chronic complaints regarding speeding on 12th Avenue. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith
No- None
Abstain- None

8. Termination of 90-Day Trial Period: Remove the NO PARKING zone on the north side of Pine Street from Adams Street to a point 120 feet west of Madison Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to remove the NO PARKING zone on the north side of Pine Street from Adams Street to a point 120 feet west of Madison Street. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith
No- None
Abstain- None

9. Termination of 90-Day Trial Period: Establish a NO PARKING zone on the north side of Pine Street from Adams Street to a point 50 feet east of Adams Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to establish a NO PARKING zone on the north side of Pine Street from Adams Street to a point 50 feet east of Adams Street, and adopt by ordinance. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith
No- None
Abstain- None

10. *Termination of a 90-Day Trial Period:* Establish a NO PARKING 15-MINUTE LOADING ONLY zone on the north side of Pine Street from a point 50 feet east of Adams Street to a point 160 feet east of Adams Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to establish a NO PARKING 15-MINUTE LOADING ONLY zone on the north side of Pine Street from a point 50 feet east of Adams Street to a point 160 feet east of Adams Street, and adopt by ordinance. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

11. *Termination of 90-Day Trial:* Establish a NO PARKING zone on the north side of Pine Street from a point 160 feet east of Adams Street to a point 120 feet west of Madison Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to establish a NO PARKING zone on the north side of Pine Street from a point 160 feet east of Adams Street to a point 120 feet west of Madison Street, and adopt by ordinance. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

E. INFORMATIONAL.

I. Next meeting: Monday, August 19, 2019 at 5:30 p.m. in Room 207

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

I. Adjournment of the current Traffic, Bicycle, and Pedestrian Commission meeting.

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None
Abstain- None

VERBATIM MINUTES

- Okay, let me call the meeting to order of the Traffic, Bicycle and Pedestrian Commission, noting that all members are present except the chair, Matt Kuepers, who is excused. First item is Item B, approval of the agenda. Is there a motion to approve the agenda and the minutes which would be Item C?
- So moved.
- Second.
- So been moved and seconded. All in favor signify by saying aye.
- Aye.
- Opposed nay. The ayes have it. Regular Business, item number one, report by the police department of 2019 second quarter injury, serious injury and fatality crashes, lieutenant?
- I am pleased to report that for the second quarter of 2019 there were no fatalities and no serious injury accidents that required accident reconstruction to be called on.
- Craig, do you have to make a motion to accept that?
- Yeah, receive and place in file would be recommended.
- So moved.
- Second.
- Moved and seconded. All in favor, signify by saying aye.
- [All] Aye.
- Opposed nay, the ayes have it. Second item is a request by Alderman Wery to establish a four-way stop condition at the intersection of Shirley and Locust Streets, Dave?
- I'll make a recommendation on items two and three to postpone for one month based off the request of the alder.
- Is there a motion to postpone two and three for one month?
- Motion to postpone.
- Second.
- Been moved and seconded. All in favor signify by saying aye.

- [All] Aye.

- Opposed nay? The ayes have it. Item number four, consideration and possible action, request by Alderman Stevens. I don't know where that is. On behalf of TNT Crust to remove the parking on the east side of Elizabeth Street between Morrow Street and Elm Street. Alder, do you wanna speak to that first?

- Or do you want to Dave?

- Dave?

- I guess, why don't you, Craig, why don't you explain the situation, then I can expound on it by explaining with existing zones.

- Sure, and so, keep rolling up.

- Do you want the street view of it or do you want this closer.

- Yeah, the street view.

- Street view?

- Where's that driveway?

- So currently there's a no parking zone.

- Right here.

- Right there. TNT, the manager of TNT Crust has asked that no parking zone to be moved further down past their driveway. You can see where all those cars are parked right now? That is the view to pull out of that parking lot, it's hard because of all those cars. So he wants to go right about there.

- Are those his employees?

- Yes.

- Is there other parking for 'em there?

- Yes, there is a parking lot on the back side where they're supposed to be parking.

- Aha, okay. Dave, do you have any comment?

- I'll explain what we have here. I think it's already been noted that this sign right here defines the northern limit of a no parking here to corner zone. So this is Morrow Street right here. And so that's why you don't see anyone parked here 'cause that's a no parking here to corner. So where you see these cars parked right now in this image, is basically it's unrestricted parking, so there's no time limits or anything like that, it's just pretty much a free-for-all during the day. Now what you see on this utility pole, the bottom sign actually is a two hour 7 a.m. to 7 p.m., Monday through Friday sign with a left arrow, so that's why you don't see anyone parked north of that pole, because, I'm presuming, that most of those people are there for longer than two hours. It's, as we had heard from the alder that its employees actually of TNT Crust that are parking there. So I know that he and I have had some discussions briefly about the situation here, and I understand that the request is to actually get rid of this parking here. So there's really a couple different ways you can do that. I think the first that's been somewhat brought up at this point in time would be simply to take this sign right

here, this no parking here to corner, and move it north, let's say up to this point. And that would effectively get those cars out of there because it becomes a no parking zone all the time. The other option, which is actually what was there before. I looked back into the history of this and it was February of 2014, so a little over five years ago, when this very item came to Traffic Commission. It's my understanding through conversation that the management has changed, actually reverted back to what it was a while ago. So it's my understanding that what we have there today and why that was changed in 2014 was probably because of the new management at the time, and they wanted to allow their employees to park on the street. But as we know now, management has changed, and they wanted basically the parking either restored how it used to be or basically effectively get rid of those parkers and then forcing them to go park in the lot. So like I said, this is really one or two ways to do it. A would be to move that no parking sign to underneath where that two hour sign is, or you could actually move the two hour sign and put it where the no parking here to corner is, which is what it used to be.

- Do you have a preference?

- I've always been more of a fan of less restriction the better, 'cause at least what that does is, after hours, say if the neighbors have a party or something like that, and there's a lot of people attending, that gives them the option to park across the street. If we go no parking all time, then they're pretty much limited to their side of the street during special events. And two hour zones, this is no different than like around schools, some employers. Well actually, this one right here. And the two hour seems to work, 'cause otherwise, every two hours these employees gotta go out and move their cars, and you know, it just becomes more of a nuisance for the employee themselves, and they just say, well heck with that, I'm just gonna go park in the lot. So I think, at the end of the day, you will accomplish the same goal with either option.

- Okay. Alder?

- I'll make a motion to go to two hour parking for that.

- Second.

- It's been moved and seconded, any further discussion? All in favor signify by saying aye.

- [All] Aye.

- Opposed, nay. The ayes have it. Item five, consideration and possible action by a request of Alderman Stevens to have a traffic study done for University Avenue within the University Corridor. This study should include the area of Danz and University intersection, Peters and University intersection, Clement and University intersection, along with University Way and University Avenue intersection. This study should include the traffic patterns between the hours of 7:00 a.m. and 7:00 p.m. Alder Stevens, would you like to comment?

- Sure, Dave?

- He knows the history on this one.

- Yeah, yeah, right, right.

- Dave.

- Many any of you know, I was involved with the Festival Foods development and the traffic impact analysis that was created for that development actually, and the TIA, you'd call it, was prepared by a consultant that was hired by the Festival Foods owners, but reviewed by city staff. Recommendations were made, and for the most part, a majority of the recommendations were adopted and implemented, so what you see out there, as many

of you remember, and that area was somewhat blighted, and there was a old retail, where they couldn't really hold any businesses and things. And there was some significant changes like the closure of Fred Street from University and the extension of what really is Ruth Street but its called Clement because of the way it actually curves around into the neighborhood. What happened, and as part of that whole process and discussion, the neighbors, in the neighborhood to the south and to the west of the Festival Foods development, and the Kwik Trip now, had some concerns about traffic in the neighborhood that is being cut-through, speeding, et cetera on Peters Street. Peters Street is maybe two blocks west and parallel of Clement Street.

- Could you, do you have a map of that?

- Absolutely, yeah.

- And the reason why this is being brought forward is to see if there's been an increase in traffic since the last time.

- Okay, so to continue on my last statements, Peters, it's actually here, it's actually three, I thought it was two. So this is Peters and Fred Street, in essence was dead-ended here, and it goes on into, I believe, is it Vanderbraak?

- I think it is.

- Which basic loops around into Ruth. So you really kinda have a kind of a circle drive-through here via Fred and Ruth Street. Clement Street now comes over to Ruth Street and then bends over and ties in perpendicular to Sturgeon Bay Road, or Highway 54. So getting back to the TIA, one of the results and recommendations implemented as part of that TIA was the installation of speed humps on Peters. So there is a set of them. So a pair, so you got one approximately in this location and one approximately here. We basically split the street in thirds, and right on those spots is right where we put those humps. The speed humps are not of what you would call kind of the old-school speed humps, or what, I know, like over by the Walmart development on the west side, where they were very hard to go over. I mean you'd almost have to go to five, 10 miles an hour to go over 'em. Speed bumps that we use on our residential streets, we don't have many of 'em, but this is one of 'em, basically allows a motorist to drive 25 or less. But once you start driving faster than 25, then they become uncomfortable. And they're also designed to be friendly to emergency vehicles, and more specifically fire trucks and larger emergency vehicles, and public works operations style vehicles, you know garbage trucks, things like that, snow plows. So that was implemented as part of this. And of course in order to do an evaluation you have to evaluate the existing conditions and then at the time, of course, you have to forecast the traffic because the development's not there. So there was a before and forecasted after analysis completed. So we have the before information. So for example Peters Street, we have those volumes from prior to development. We also do have some information on what the volumes are after. They were, the speed bumps are put in and we did do a traffic survey along that street. That is really about the extent, other than what I would consider routine 7:00 a.m. to 7:00 p.m. turning movement with traffic counts at the signalized intersections. So as part of the request, I know Danz and University is on that list, that I believe has been counted since we have the intersection of Clement, that's where the new signal went in, right here. I believe that's been counted. Sturgeon Bay and University Way, and then University, this is actually technically University and University, very confusing, but we call it Riviera, just 'cause that was its name during the study and it didn't have an official name. But so for the sake of purposes of discussion, I'm gonna continue to call it Riviera, 'cause it's, you don't wanna call it University and University. But that's what it is. So, we have these signals. I believe every one of them has been counted, and if not, as part of the request, staff would have no concerns or issues of collecting that information.

- Okay.

- With all of that said, I see no reason why not to make a recommendation to refer this to staff for study, to complete the after-evaluation for traffic counts and then bring that forward.

- Okay
- At a future meeting.
- Motion to refer to staff.
- It's been moved.
- Second.
- Second, all in favor signify by saying aye.
- [All] Aye.
- Opposed, nay. The ayes have it.
- Thank you Dave.
- Okay, very good. Six, initial request, consideration and possible action on the request of Alderman Scannell, on behalf of Mike Hammer, to remove the no parking 15-minute loading zone on the south side of Day Street between Jackson Street and Quincy Street.
- Briefly, I have received some email communications from the alder, explaining that the area in question, and the 15-minute loading, it is no longer needed. Mr. Mike Hammer happens to be in the gallery tonight. I think it'd probably sound better coming from the requester on the reasons why the loading zone is no longer needed. So with that I'd make a recommendation to open the floor.
- Is there a motion?
- So moved.
- Second.
- Been moved, second. All in favor signify by saying aye.
- [All] Aye.
- Opposed, nay, the ayes have it. Mr. Hammer, would you like to come forth?
- Sure. They had placed no parking loading zone signs in front of our building. I'm no longer an owner of the building, that changed hands July 1st now, but the current owner agrees, also. I rent there now, yet. At one time the paper mill didn't have enough parking or the paper mill workers parked in the street, and the street was full of cars every day, early, before we would come in. And at that time, many years ago, probably before my time, maybe, even, the owners of our building requested something be done and they put these no parking zone loading zone signs up and that kept the paper mill parkers out from in front of the building so the owners of the building could park in the front of the building there like that. At this time, there's no parking. The paper mills, I think, has less employees than they did at one time, and maybe more parking, and they don't park on the streets any longer. So we have no issue with that. What's happened, like you say, those signs have been there a long time. This year now, they were putting a ticket on my car for being parked in there. We've always parked between the signs, that was the agreement I guess, kind of, at the time. And the second time they were coming to put tickets, so I had talked to the municipal judge and he said to bring it to the Alderman and see if we could remove those signs.

- Any questions? Okay, thank you Mr. Hammer.
- Makes sense. All right thanks.
- Motion to close the floor.
- Motion to close the floor, is there a second?
- Second.
- There is a second. All in favor, signify by saying aye.
- Aye.
- Opposed, nay. The ayes have it. Any further comments, Dave? Is there a motion to approve?
- Motion to approve.
- Been moved, is there a second?
- Second.
- Moved and seconded. All in favor signify by saying aye.
- Aye.
- Opposed, nay, the ayes have it. Thank you, Mr. Hammer.
- Right, thank you.
- All of this won't go into effect until Council.
- Yeah, it has to go to the Council first, right?
- What's that, oh yeah, no this is no different than any other, just for your information, what we do with all parking regulations, whether we're removing or adding, they're all done on a 90-day trial. That is just to make sure, just we're working on any issues. 'Cause oftentimes not everyone can attend the meeting that may want to speak on it or have some opinion on it, and to work out any bugs sometimes. You know, just say a distance is incorrect and it needs to be adjusted, that kind of thing? So those do happen. Something like this, especially if the mill has ample parking as it's stated, which I believe, my guess is this is about as easy as they come and you're not gonna have any calls, complaints, the alder's not going to, everything's gonna be hunky-dory, and after 90-days it actually becomes ordinance. Now then, I can, though, take the signs down. As part of the trial, for the most part, right after this meeting, it'll be early this week, I'll already create the work order for our sign shop to have the signs removed. You may see the posts still in place, and we do that just in case something out of the ordinary happens. It's much easier for us to just go slap a sign back up on an existing post than to have to put in new posts and calling Diggers Hotline and so forth. So you'll see the posts up there, so don't get alarmed. They will come down after the 90-day trial.
- That'd be fine, sir.
- Okay, thank you. Number seven, consideration and possible action on the request of Alderman Johnson to address chronic complaints regarding speeding on 12th Avenue.

- Two items on this. Mine first, there was some discussion at the last meeting relative to 12th Avenue becoming a bike lane, or have bike lanes installed on it as part of the Safe Walk and Bike Plan that was recently adopted by Council. The answer is yes. So eventually bike lanes will be installed on 12th Avenue, and as you may recall, that was actually good news, because it does provide some lane narrowing and effectively should reduce some speeds. So that's staff's answer for the delay. I did receive a phone call from Alderman Johnson, and he had requested that this item be postponed another month. He's still doing some of his groundwork.

- Okay, motion to postpone.

- Second.

- All in favor, signify by saying aye.

- [All] Aye.

- Opposed, nay, the ayes have it. Termination of trial periods. Do you want to take these en masse?

- Eight through 11, yes. They are all pertinent to the same location. So these zones pertaining to the Northland, or Hotel Northland, it involved the removal of some no parking on the north side of the street, and creating a no parking 15-minute loading, which allows the customers, and the people staying at the hotel to go curbside, get their bags to the curb, allows for valet parking, et cetera. So it's been working actually very good, and I have not heard any negative feedback on the change. So with that said, items eight through 11, en masse, I recommend to move forward to adopt by ordinance.

- Is there a motion to approve?

- Motion to approve.

- Is there a second?

- Second.

- Moved and seconded to approve eight through 11. All in favor signify by saying aye.

- [All] Aye.

- Opposed, nay, the ayes have it. Is there any further business to come before the Commission? If not, is there a motion to adjourn?

- Motion to adjourn.

- Is there a second?

- Second.

- All in favor signify by saying aye.

- [All] Aye.

- Opposed, nay, the ayes have it. There.