



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, NOVEMBER 18, 2019, 5:30 PM
CITY HALL, ROOM 310**

A. ROLL CALL.

I. *Members:* Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Brad Strouf, Brighid Riordan, Ray Smith, and Stephanie Birmingham.

Present and Voting: Craig Stevens, Brad Strouf, Brighid Riordan

Present and Not Voting: Daniel Theno

Excused: Matt Kuepers, Ray Smith

Absent: Stephanie Birmingham

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, November 18, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan, to approve the agenda for the Monday, November 18, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

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

Motion carried.

C. APPROVAL OF MINUTES.

I. Approval of the Monday, October 21, 2019 Traffic, Bicycle, and Pedestrian Commission meeting

minutes.

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan, to approve the minutes from the Monday, October 21, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, No- None, Abstain- None

Motion carried.

D. REGULAR BUSINESS.

1. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to establish a 2-WAY STOP condition on Kellogg Street at North Broadway and at Kellogg Street at Donald Driver Way. (Ald. Scannell - District 7)

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan, that on a 90-day trial, to:

A. Remove the 1-WAY STOP condition on Kellogg Street at North Broadway.

B. Establish a 2-WAY STOP condition on Kellogg Street at North Broadway.

C. Establish a 1-WAY STOP condition on Kellogg Street at Donald Driver Way.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, No- None, Abstain- None

Motion carried.

2. *Initial Request:* Consideration with possible action on the request by Ald. Stevens on behalf of St. Philip The Apostle Parish and Victoria Street residents to remove the NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Victoria Street from Crooks Street to Main Street. (Ald. Stevens – District 5)

Moved by Commissioner Brighid Riordan, seconded by Ald. Craig Stevens, that on a 90-day trial, to remove the NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Victoria Street from Crooks Street to Main Street.

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

Motion carried.

3. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to establish NO PARKING zones on the inside parking lanes of Skyline Boulevard in the one-way pair segments due to narrowness. (Ald. Stevens - District 5)

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan, that on a 90-day trial, to:

A. Remove the NO PARKING zone on both side of the east roadway of Skyline Boulevard from a point 160 feet north of Sunrise Circle to Sunrise Circle.

B. Establish a NO PARKING zone on the east side of the west roadway of Skyline Boulevard from Finger Road to a point 160 feet north of Sunrise Court.

C. Establish a NO PARKING zone on the west side of the east roadway of Skyline Boulevard from Finger Road to a point 160 feet north of Sunrise Court.

D. Establish a NO PARKING zone on the east side of the east roadway of Skyline Boulevard from Sunrise Court to a point 160 feet north of Sunrise Court.

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

Motion carried.

4. *Referred Back From Study:* To refer to staff for a speed study of Skyline Boulevard between Finger Road and Hillside Lane. (Ald. Stevens - District 5)

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan, to:

A. To receive and place on file the documented speed study along Skyline Boulevard from Finger Road to Hillside Lane.

B. To install a SPEED LIMIT 25 sign on the east roadway of Skyline Boulevard just north of Finger Road.

C. To install a SPEED LIMIT 25 sign on the west roadway of Skyline Boulevard just south of Sunrise Court.

D. For the Police Department to enforce the posted speed limit of 25 mph along Skyline Boulevard from Finger Road to Sunrise Court.

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

Motion carried.

5. *Termination of 90-Day Trial:* Remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Humboldt Road from Laverne Drive to a point 436 feet west of Laverne Drive.

Moved by Commissioner Brighid Riordan, seconded by Ald. Craig Stevens, to remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Humboldt Road from Laverne Drive to a point 436 feet west of Laverne Drive.

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

Motion carried.

6. *Termination of 90-Day Trial:* Remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Laverne Drive from Humboldt Road to a point 122 feet south of Colleen Drive.

Moved by Commissioner Brighid Riordan, seconded by Ald. Craig Stevens, to remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Laverne Drive from Humboldt Road to a point 122 feet south of Colleen Drive.

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

Motion carried.

7. *Termination of 90-Day Trial:* Establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Laverne Drive from a point 80 feet north of Colleen Drive to a point 140 feet south of Colleen Drive.

Moved by Commissioner Brighid Riordan, seconded by Ald. Craig Stevens to establish and adopt by ordinance a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Laverne Drive from a point 80 feet north of Colleen Drive to a point 140 feet south of Colleen Drive.

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

Motion carried.

8. *Termination of 90-Day Trial:* Establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Humboldt Road from Mount Mary Drive to a point 457 feet east of Mount Mary Drive.

Moved by Commissioner Brighid Riordan, seconded by Ald. Craig Stevens, to establish and adopt by ordinance a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Humboldt Road from Mount Mary Drive to a point 457 feet east of Mount Mary Drive.

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

Motion carried.

E. INFORMATIONAL.

I. Next meeting: Monday, January 20, 2019 at 5:30 p.m. in Room 310.

Clarification was made that the next meeting will be held on Monday, January 20, 2020 - not 2019.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

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

Yes- Brad Strouf, Brigid Riordan, Craig Stevens, No- None, Abstain- None

Motion carried.

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

VERBATIM MINUTES

- Are we ready?

- Yes.

- Okay, the meeting will be called to order. If the secretary could note those members present and absent. Is there a motion to approve of B and C, approval of the agenda and approval of the minutes of October 21st?

- Motion to approve.

- Move to approve B and C. Is there a second?

- Second.

- Second. All in favor signify by saying "aye."

- "Aye"

- Opposed "Nay." The aye's have it. Regular business. Number one, initial request consideration of possible action on request of the traffic engineer to establish a two way stop condition on Kellogg Avenue at North Broadway, and at Kellogg Street on Donald Drive, Donald Driver Way.

- Yes it is.

- Dave?

- As we all know there is a development called the Rail Yard Development. And as part of that, we are having our street network extend into this area. So on the mapping system up on the screen, you won't see them on here but I will show you that Kellogg Street will be extended to Donald Driver Way, or actually probably should be by now. Elmore is not because of this building. And then Bond Street will extend in and then to the

extended Donald Driver Way. The Bond Street portion will not be in any time soon. But, Kellogg extension at Donald Driver, should be open soon. And in order to establish the proper intersection traffic control upon opening and dedication of that roadway, I wanted to get these on the agenda so that we have the proper legal traffic control at those intersections. Starting at the obvious one, right now Kellogg tees into, it's east terminus is Broadway. So again, being extended to Donald Driver Way this goes from a one-way stop control to a two-way stop control. So nothing's happening to Broadway. It's just that we're adding a leg to Kellogg and that will stop the same as the existing opposite approach. Extending to the tee intersection of Donald Driver Way, in essence we're just going to replicate what we have existing at Kellogg right now and just go with the one-way stop. What are eastbound Kellogg and Donald Driver Way. So it's really that simple. So it's a three part motion is what I'm asking for. The 90 day trial of course would be to remove the one-way stop at Kellogg and North Broadway, and to establish a two-way stop at that same intersection and a one-way stop at Kellogg and Donald Driver Way.

- Okay. Is there a motion? Motion approved. Moved by Craig. Second, all in favor signify by saying "aye."

- "Aye."

- Opposed, "Nay."

- The aye's have it. Number two consideration possible action request of Alderman Stevens on behalf of Saint Phillip the Apostle Parish, and Victoria Street residents to remove the no stopping or standing 7AM to 4PM school days zone on the east side of Victoria Street from Crooks Street to Main Street.

- There's definitely some history in this area. And I sent an email to... Mr. Bill Noel. He actually was the original person to contact, I believe, you, Alder Stevens, and then also.

- I forwarded it to you yeah.

- So basically it became a three-way discussion, relative to Victoria Street. So at the request of the Saint Phillip the Apostle Church Parish, they are requesting that the no stopping or standing 7 to 4 school day zone on the residential side of the street... be removed. It's somewhat two-fold in purpose. But to explain why it's there, just a real slight history, and some of you that have been on the commission may have already went through some of this. In essence the ELC, the Early Learning Center, used to actually have facilities within the parish campus. They had parents parking up on both sides of Victoria Street and kids were starting to cross mid-block, creating a dangerous situation for the buses. That's why the zone was requested, so that the crossings, mid-block crossings, were not taking place. Now that the school is no longer there, the residents and the church are asking for it to be removed to allow for more, basically so the residents can now park on the street when they want to and the parishioners or anyone coming to the parish needed to park on the street they would have the ability to do so.

- Okay.

- So staff is on board with that and Alder I believe you are as well so that being said with everyone having the same position, we are asking a 90-day trial removal of the no stopping or standing 7AM to 4PM school days zone on the east side of Victoria from Crooks Street to Main Street.

- Is there a motion?

- So move.

- Second.

- Moved and seconded. All in favor signify by saying "aye."

- "Aye."

- Opposed, "Nay." The ayes's have it. Item three: consideration of possible action on request of the traffic engineer to establish no-parking zones on the inside parking lanes of Skyline Boulevard and the one-way pair segments due to narrowness.

- I put these two together, three and four, not that they have the same motion but because they are in the same area. If you recall from the last meeting there was a refer to staff for study for a speed study of Skyline Boulevard. When I do these studies I look into many different things, characteristics of the neighborhood, physical features, and of course, traffic and parking regulations. As part of that discovery was that the signs did not match the ordinance, the Parking Regulations and Ordinances Book. So that being said, all I'm really doing here in essence is trying to make the Ordinance Book reflect what we have in the field. It's really that area, I believe it's right up in this area, these one-way pairs, long story short they're very narrow, and due to the narrowness there is parking restricted on the inside of that and then basically the residential sides have parking available for obvious reasons being next to the homes. Now in this area both sides were signed and I did not find the ordinance to reflect that. So that's all I'm doing is stating that and I believe the reason it was signed on both sides is probably proximity to Preble Park and if there was ever events there and the parking lot became full it probably spilled back onto the street and they, it was just probably not in a real good spot to have a parking zone. That's my only assumption at this point in time but I see it being proper and being fine. So in essence like I said, just looking at really making the ordinance books reflect what we have in the field. So that being said, on a 90-day trial that I am asking to remove the no parking zone both sides of the east roadway Skyline Boulevard from a point 160 feet north of Sunrise Circle to Sunrise Circle. That in and of itself was a typo. Circle is actually Court. So that was actually a technicality in the ordinances I wanted to fix. Then to establish a no parking zone east side of the west roadway Skyline Boulevard from Finger Road to a point 160 feet north of Sunrise Court. Also to establish no parking zone on the west side of the east roadway Skyline Boulevard from Finger Road to a point 160 feet north of Sunrise Court. So basically both sides here. And then to establish a no parking zone on the east side of the east roadway Skyline Boulevard from Sunrise to 150, or 160 north of Sunrise. In essence what we have right here, what I'm saying in short this left side, if you wanna call it that, or the west side is gonna have a restriction. No restriction here, and both sides up here. What I just said is a fancy way of that, saying that.

- Okay.

- That's what staff is recommending.

- Is there a motion?

- Motion.

- Is there a second?

- Second.

- Moved and seconded. All in favor signify by saying "aye."

- "Aye."

- Opposed, "Nay." The aye's have it. Number 4, to refer to staff a speed study of Skyline Boulevard between Finger Road and Hillside Lane.

- I didn't actually have the report attached, I apologize, to the agenda packet. But I can probably summarize it up quite easily for you. Without boring you with the details, because I've already kind of divulged some of the

requirements and characteristics and some of the narrowness of the roadways in that location. The original request came in I believe it was for six speed limit signs, speed limit 25 signs. And at the last meeting as you know, I made a recommendation to... not necessarily go with that recommendation simply because the remainder of the neighborhood and the streets based off of our GIS database show that there really wasn't any signs anywhere around there anyway, unless you're coming off of a higher speed facility. However, if there are speeding problems, you know that's something that we'd wanna know and so potentially that could show need for the speed limit 25 signs. So what I did is I broke this up into areas that I could collect so, I'll probably just show you, I think I have a PDF of the report here. Then I can shortcut. And here we go with the memo. To show you where we actually, here are some photographs of where the actual survey took place. I guess I can show you these pictures before I show you the map. This is southbound Skyline Boulevard at Preble Park so this is really kind of going up the hill, the park is up on the left. This is just right behind, this is Hillside Lane. This area literally just turned right around, took a picture. So there's Hillside Lane looking north of the street that becomes a one-way, this is actually a two way section before it splits. Then after it splits this is gonna be between Sunrise and Finger looking south. So as you can see we do have a narrowness of this roadway here and then northbound, right across pretty much where it is, that last one was. Here's northbound between Finger and Sunrise Court. Of course I always look at crashes and I didn't find anything that we would contribute to speed or anything. The only thing I found was that during construction of this here there was construction-related crash. So again I just wanted to emphasize that because it really had nothing to do with normal activities of the neighborhood. So you might as well say when the roadway's open to traffic that there really has been no crash history at all. Vehicle speed again, just looked at the pictures. So those first set of pictures are here looking up and down the hill. This is the third picture looking southbound one-way. And then we had northbound here, because this is one-way southbound, this one-way northbound. And here's the summary of it. So I'd like to break it down into weekday and weekend. Often times people will complain of the speeds, you know one time frame or the other. But overall because I do a speed study I like to get an overall average of both weekday and weekend. So to look at the average speed you had 24 miles an hour at all three locations and when you put them together 50 percentile speed, meaning 50% of the traffic is going 25 or less. 85 percentile speed or 85% of the traffic or less is going 30 miles an hour. And the 95th percentile meaning 95% of the traffic is going 34 or less. The lower and upper paces, basically 21 to 31, when looking at the 85th percentile meaning 30 and at the upper pace I like to look at 85th and upper pace because your 85th should be close to but not exceed the upper pace. So that's actually a good indication. And then you can see your daily volumes. So we're hovering around 1000 to 1100 vehicles per day at these roadways. As for every speed study that I conduct, I like to run US limits too. Federal Highway's analysis on it that takes in a lot of different roadway characteristics, road type access points, ped-bike facilities, crash history, et cetera. Driveway spacing and it came up with 25 miles an hour. Really no surprise, you know, residential street. Any sort of discussion here, this really just kind of goes over some of the small details that we have relative to weekday versus weekend. So saw weekday and weekend, 24 and 25. So really like about a one mile an hour difference. To me that statistically is insignificant. So we're running about the same for both weekday and weekend. So no significant changes that way. I like to also compare it to our neighborhood traffic calming policy which was approved in 2007 by county council. In essence what I'm looking at is 85th and 95th percentile should be, shouldn't be exceeding 32 and 35. So when I looked at the neighborhood speeds they were under that although some of the detail, which I don't present in this report summary, actually one of the segments actually came out 33 and 37 which would actually, if we simply just to look at that one segment would've exceeded it and it would've qualified for the traffic calming program. So that being said, my only conclusion is really at this point in time, that we really don't need any additional engineering measures, especially given that we've got very narrow roadways. However I think a speed limit sign could help reduce speed in the area that we have that exceeds the thresholds that is the defined in the neighborhood traffic calming policy. So my recommendation is threefold, one to receive and place on file the report I presented, number two to install speed limit 25 sign on the east roadway of northbound one-way east roadway of Skyline Boulevard just north of Finger Road, so between Finger and Sunrise I think a speed limit sign is warranted. And then, if possible, if the police department could enforce speed the speed limit of 25 miles an hour in that same segment. Some of the thoughts that I had on this, and I know I ran it by Lieutenant Strouf, which we were just playing phone tag on this kind of a little bit but just given the geometry, the grades, the very wide median and everything, I'm not an enforcement officer but one of my observations was it could potentially be difficult to enforce just because

there's really not any good place to sit. And I guess with that I really would just rather have, you know, I'd rather defer that to the police department and Lieutenant Strouf to get an okay there.

- Okay. Any questions?

- So one side's speed is higher than the other side?

- Yes.

- Is that going downhill or uphill?

- Surprisingly uphill.

- Oh.

- I thought it was gonna be the other way around and I had to double check with our people that made the observations and there was no blunder in the data so I was actually kind of surprised, so. It is what it is, you know. And the only thing I can suspect of would be because Mason to Finger and sometimes people drive Finger road more like a collector arterial sometimes and they're coming off of that and taking a turn going onto the street, so. That's really the only one. I mean all the other feeder streets or the other segments are all 25 so. That was the only thing I could think of potentially, was the cause in that. So I have no problem given that we have a documented speed problem or issue, or an excess of what I think are reasonable numbers, to actually put that sign in. And then of course, you know, engineering is only one part so that's why you see recommendation number three if possible for the enforcement component. So if we have a combination of the two it probably would make some sort of an impact on reducing speed.

- So would we put a sign on both sides then? Even though it's a split, one going down the hill, one going up? I think the residents,

- It's not required. You know, I'm simply trying to take care of the problem.

- Which is going uphill.

- Which is actually going uphill. So you know, if we don't have you know, anything in excess of those numbers, I don't, I think people are just doing it just because they're doing it intentionally. So that's more, again, an enforcement issue. I mean, it's the commission's ruling on how they would like to see it signed, I'm just simply giving my recommendation.

- I would recommend that we do it on both sides of that so it's uniform. One going up and one going down. That would be my recommendation.

- You want to consider that a friendly amendment?

- Yeah.

- To the request of the traffic engineer.

- Correct, along with these other,

- My recommendations stay the same it's just the commission can make a motion that amends the recommendation.

- Along with that recommendation.

- Okay is that a motion?
- Motion.
- Okay, is there a move? Is there a second?
- Second.
- All in favor signify by saying "Aye."
- "Aye."
- Opposed, "Nay."
- The aye's have it.
- So number two we're amending. To install the speed limit on both sides.
- Yep. Yep.
- Correct.
- Yeah so in essence what you're getting is, it's really kind of a four-part motion. We're keeping number two there but then I'm saying to install, or you're saying to install a speed limit sign on the west roadway of Skyline Boulevard just south of Sunrise. That's the way I'm going to write it. But that's what you're asking, so.
- Okay. Five through eight are termination... requests. Anything that we need to discuss at length here, David?
- Nope, these are, all of these are relative to Baird Elementary, the changes that were done because of the school. And really just to make the parking zones compliant with the new configuration. So far so good. We haven't heard any complaints, nor have we seen anything out of the ordinary. Because we actually did some studies. We did that crossing-guard study under these conditions. So staff has seen that they're working. Haven't heard anything, I mean negative feedback from the school. I haven't heard anything from Ken, the administrator who works for the police department. So I'm presuming everything has been working just fine.
- Is there a motion to approve five through eight?
- So move.
- Second.
- It's been moved and seconded. All in favor signify by saying "Aye."
- "Aye."
- Opposed, "Nay." The aye's have it. No meeting in December.
- That is correct per the request of Chairman Kuepers. So unless anyone else wants to meet.
- Well, I do have, I do have a concern because you have information, under information, all you have January 2nd, 2019.

- Oh! Look at that.
- I'm not coming back.
- You don't wanna be Micheal J. Fox?
- No. Okay. Is there a motion to adjourn?
- So move.
- Second.
- Moved, seconded. All in favor say "Aye."
- "Aye."
- Opposed, "Nay." The aye's have it. See, we did it in a half hour. So Dave can go.