



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, JANUARY 20, 2020, 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, Ray Smith, Stephanie Birmingham, Daniel Theno

Present and Not Voting: Matt Kuepers

Excused: Brighid Riordan

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, January 20, 2020 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to approve the agenda for the Monday, January 20, 2020 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

C. APPROVAL OF MINUTES.

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

minutes.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to approve the minutes from the Monday, November 18, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

D. REGULAR BUSINESS.

I. *Initial Request:* Consideration with possible action on the request by Ald. Galvin on behalf of Ace Champion to remove the NO PARKING 15 MINUTE LOADING zones at the intersection of Porlier Street and Jackson Street. (Ald. Galvin - District 4)

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

A. Remove the NO PARKING 15-MINUTE LOADING zone on the south side of Porlier Street from a point 86 feet west of Jackson Street to a point 20 feet west of Jackson Street.

B. Remove the NO PARKING 15-MINUTE LOADING zone on the west side of Jackson Street from a point 108 feet south of Porlier Street to a point 20 feet south of Porlier Street.

C. Remove the NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the west side of Jackson Street from a point 20 feet south of Porlier Street to Emilie Street.

D. Remove the NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the south side of Porlier Street from a point 130 feet east of Monroe Avenue to a point 103 feet west of Van Buren Street.

E. Establish a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the south side of Porlier Street from a point 130 feet east of Monroe Avenue to a point 86 feet west of Jackson Street.

F. Establish a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the south side of Porlier Street from Jackson Street to a point 103 feet west of Van Buren Street.

G. Establish a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the west side of Jackson Street from Emilie Street to a point 108 feet south of Porlier Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

2. *Initial Request:* Consideration with possible action on the request by Ald. Galvin to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Roosevelt Street from Grignon Street to Emilie Street. (Ald. Galvin – District 4)

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, that on a 90-day trial, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Roosevelt Street from Grignon Street to Emilie Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None,
Abstain- None

Motion carried.

3. *Initial Request:* Consideration with possible action on the request by Ald. Galvin to establish a temporary NO PARKING zone on the west side of Adams Street from Cass Street to the Donald A. Tillemann Bridge (Mason Street Bridge) overpass during the temporary closure of the Fox River Trail. (Ald. Galvin – District 4)

Moved by Commissioner Daniel Theno, seconded by Commissioner Stephanie Birmingham, that on a 90-day trial, to establish a NO PARKING zone on the west side of Adams Street from a point 100 feet south of Cass Street to Washington Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None,
Abstain- None

Motion carried.

4. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer on behalf of Miron Construction to establish a NO PARKING zone on both sides of Weise Street from Quincy Street to Van Buren Street. (Ald. Lefebvre - District 6)

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

A. Remove the NO PARKING zone on both sides of Weise Street from Leo Frigo Way to Van Buren Street

B. Establish a NO PARKING zone on both sides of Weise Street from Quincy Street to Leo Frigo Way.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None,
Abstain- None

Motion carried.

5. *Initial Request:* Consideration with possible action on the request by Ald. Lefebvre to remove the NO PARKING zone on the north side of Eastman Avenue from Webster Avenue to Van Buren Street. (Ald. Lefebvre - District 6)

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

A. Remove the NO PARKING zone on both sides of Eastman Avenue from Quincy Street to Webster Avenue.

B. Establish a NO PARKING zone on the south side of westbound Eastman Avenue and north side of eastbound Eastman Avenue from Quincy Street to Webster Avenue.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

6. *Termination of a 90-Day Trial:* To remove the 2-WAY YIELD condition on West Main Street Frontage Road at Auto Plaza Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to remove the 2-WAY YIELD condition on West Main Street Frontage Road at Auto Plaza Way.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

7. *Termination of a 90-Day Trial:* To establish a 2-WAY STOP condition on West Main Street Frontage Road at Auto Plaza Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to establish and adopt by ordinance a 2-WAY STOP condition on West Main Street Frontage Road at Auto Plaza Way.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

8. *Termination of a 90-Day Trial:* To remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Walnut Street to Cherry Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Walnut Street to Cherry Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

9. *Termination of a 90-Day Trial:* To remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Van Buren Street from Cherry Street to Pine Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Van Buren Street from Cherry Street to Pine Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

10. *Termination of a 90-Day Trial:* To remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the both sides of Van Buren Street from Pine Street to Main Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the both sides of Van Buren Street from Pine Street to Main Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

11. *Termination of a 90-Day Trial:* To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Walnut Street to Cherry Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to establish and adopt by ordinance a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Walnut Street to Cherry Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

12. *Termination of a 90-Day Trial:* To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Van Buren Street from Cherry Street to Pine Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to establish and adopt by ordinance a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Van Buren Street from Cherry Street to Pine Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

13. *Termination of a 90-Day Trial:* To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the both sides of Van Buren Street from Pine Street to Main Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to establish and adopt by ordinance a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the both sides of Van Buren Street from Pine Street to Main Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

14. *Termination of a 90-Day Trial:* To remove the 15 MINUTE LOADING ZONE 8 AM TO 5 PM MONDAY THROUGH FRIDAY on the east side of South Broadway from a point 60 feet north of Prospect Place to a point 110 feet north of Prospect Place.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to remove the 15 MINUTE LOADING ZONE 8 AM TO 5 PM MONDAY THROUGH FRIDAY on the east side of South Broadway from a point 60 feet north of Prospect Place to a point 110 feet north of Prospect Place.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

15. *Termination of a 90-Day Trial:* To establish a 1-WAY YIELD condition on Lafayette Drive at Candle Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to establish and adopt by ordinance a 1-WAY YIELD condition on Lafayette Drive at Candle Way.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None,
Abstain- None

Motion carried.

E. INFORMATIONAL.

I. *Next meeting:* Monday, February 17, 2020 at 5:30 p.m. in Room 310.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

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

Moved by Commissioner Ray Smith , seconded by Commissioner Daniel Theno, to adjourn the current meeting of the Traffic, Bicycle, and Pedestrian Commission.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None,
Abstain- None

Motion carried.

VERBATIM MINUTES

- Call to order the meeting of the Green Bay Traffic, Bicycle, and Pedestrian commission for Monday January 20, 2020. A, roll call. I think we have everybody here except.

- Bridghid.

- Bridghid who had to leave, so we're good to go there. Move on to item B, approval of the agenda. I think we can probably keep everything in order, we've got you guys are up right away, so we don't need to move anything around, so do I hear?

- Mr. Chairman, I'd move approval of the proposed agenda and approval of the minutes, get my tongue working, en masse.

- OK, motion been made, do I hear a second?

- Second.
- Motion's been made and seconded, all in favor?
- [Committee] Aye.
- Motion carries, D, regular business.
- Galvin's really keeping us busy today, jeez.
- Initial request, consideration with possible action at the request of Alderman Galvin on behalf of Ace Champion to remove the no parking 15-minute loading zones at the intersection of Porlier Street and Jackson Street.
- Thank you, Mr. Champion, I thought, was gonna come tonight with his wife. Apparently either he's tied up or wasn't able to make the meeting, whatever reason. He's buying the old Not By Bread Alone building at the corner of Porlier and Jackson Street. It's been empty for some time other than for rental. There's a rental unit on top, and he's going to be occupying that. He runs a cooking business in that he does catering to homes, so he'd have to do some preparation at his place, but he's also on Channel 26 with a cooking show which he plans on broadcasting from the interior. So he doesn't, for his business, doesn't so much need the variance except for deliveries and things like that may go over 15 minutes. But his wife is also gonna be operating a business out of that same building, and she is a massage therapist and a beautician, so obviously when customers come in, they're gonna need more than 15 minutes to get their work done. He wasn't sure what he really wanted there for a parking situation, but my opinion would be if it's just gonna be from the driveway to the corner, I think we could do away with parking period, or customer only, I don't know what the wording on that would be. But I don't think it needs to be anymore than just what lies alongside the property right there that needs to be changed. The rest of the block should be able to remain the same.
- Mr. Chairman?
- Yes.
- I just have one question. Do you know if he has all of his business permits to have the businesses there? He already, he was just at council, and we approved his conditional use permit, so as far as I know, any other permits, he's still in the process of getting. I'm not sure exactly what he needs to operate there.
- Probably a health permit or something.
- Right, and that would be through Brown County, I think.
- Yeah.
- But he's not gonna be selling food, per se, out of there, like customers coming in and out like the other businesses before that. He would be preparing and then leaving with it to go to a site.
- Thank you, Alder.
- So I'm not sure what kind of wording, you guys do this a lot more than I do, so.
- I had the opportunity as well to speak with Ace Champion. He had called me and we had a very nice discussion. So as the alder had stated, he is a chef and a TV personality, so. It sounded like he's gonna do some cooking there he does some off-site kind of thing, and then he did confirm as well about his wife being a massage therapist, so I can see where a no parking 15-minute loading would not really be conducive to the

land use there that's proposed. One thing I wanted to bring up is I don't think this is as simple as just removing the zone, 'cause if you do, you've got an overlapping no parking-residential permit zone. I researched the regulations and the regulations actually extended for the most part between Van Buren Street and Monroe on the south side of the street, and that's what this sign here shows which is actually in that block so you see the 8 AM to 8 PM daily except by residential permit. So, at the time when I talked to him, I wasn't aware that that extended through there where this 15-minute loading zone kind of trumps that in a way 'cause that was there, so if we remove it, this is the kind of default zone that would be in place. So I guess there's a couple things we can do. It's really open to, however, I guess, it works best. We could simply remove the no parking 15-minute loading and then leave in the residential permit in front of the property. And that works as well for Jackson Street 'cause there is this same zone, I should probably show you on here, that goes around the corner and it's over here as well.

- Right, remember I tried to get that rescinded about a year or so ago, and that was a hot mess.

- Right, so as you can see here, well the signs blurry, but in essence from this post over to here, so two properties in is also a no parking 15-minute loading, and if that goes away, then basically you'd have a residential permit zone.

- I don't think he's looking for Jackson Street to be changed unless he indicated that to you.

- That was the impression I did get from him, yeah.

- OK, all right.

- That was the impression I got from him was both corners.

- All right.

- Which actually kind of makes sense. If it's not applicable to the property anymore, you should just get rid of it, 'cause it was really there for that bakery. So, we could A, remove it and have the residential permit back in place, or B, we could remove it and in essence kind of shorten up those residential permit zones around there, make it unrestricted. My guess is that option B is probably gonna be more conducive if they're gonna have clients coming to their business and if they need a massage they're gonna be there for an hour or whatever. That makes sense to not have the residential permit zone there, because that's not, obviously, conducive to the business. That said, you could do that as well. So that's option two is restricting, or just removing that, peeling back that residential permit zone and making it unrestricted. Now, that could come with consequences, because if you're around a heavily restricted area you do have the potential for other people to just park there because it's a free country and if it's unrestricted, it's not really specific to that area, so it does run the risk of having other people park there that may not be associated with that business. That's just, I guess, a risk he can take. It's hard to tell right now what will happen. It easily could, I guess I'm more or less leaning towards option two 'cause I know it's more conducive to the new land use, and if there are issues, let's say, in the future, we can always just come back with some other like a two-hour zone or something like that. 'Cause there's other two-hour zones in the area, we could just match those if it becomes a problem. You could always start with it now, but I don't know if it's necessarily gonna be necessary, you know what I mean?

- Sure.

- If you just remove that, it may not, it may not be an attractant to other people that want to use it.

- My opinion would be everyone's pretty-well stick trained that this is residential only. I think if those signs are removed, I don't think you're gonna have too many people going, "Oh hey, I found this one little corner "where there's no restrictions "so that's where I'm gonna start parking from now on." And if they did, obviously I think then we would find out then and we would change it to a two-hour.

- Correct, and the other thing to consider, too, is if we're looking at both streets, and we are, is that you've got literally hundreds of feet of unrestricted parking. Her, his wife, or she, his wife can only probably have one client at a time unless she's got other employees that'll be there, so I don't think that their parking demand on that area's gonna be all that significant, and as long as they've got a few spots, it's probably gonna be enough for them.

- That's what I'm thinking. One's being treated, one's maybe coming in to get ready, two, maybe three cars at the most.

- Right.

- Is there a parking lot there?

- I was gonna--

- No. There's an apron--

- Is it in back? Was there parking in back, do you think?

- No.

- There's parking in the back, and I thought that's probably big enough for two cars. Yeah, it was my impression that that was gonna be used for them to park their own vehicles.

- Oh, there's not much there.

- Yeah, I mean it's really not much different than, I mean you can tell it was a private, single family house at one time, probably, and converted into that. I think that it was actually built in the late 1800s.

- Right, 1890-something.

- It's an older home, but good bones from what I understand.

- When was it a bakery? I don't remember that ever.

- Not By Bread Alone?

- Not By Bread Alone was many, many years ago, and then it was a puff bake place.

- It's within the last 20 years, I mean.

- 20?

- Well.

- I've been here 20 years this month in Green Bay and I don't remember it.

- Within the last 30 years.

- Last 30 years, yeah.

- So it's been awhile.

- Yeah, they opened up way out Ashwaubomay.
- I'm just curious what they did then, but I don't know if 30 years ago there's much to compare it to.
- It was at 15 minutes, I mean, you could only pull up there.
- But you probably weren't gonna be in there for 20 minutes.
- And there was a lot of St. Vincent's hospital, Bellin hospital staff walking in, so they just walked from wherever
- You can get stuff and then you leave.
- To get their zoning permit for the business, would they need to have parking or not?
- Well, those have changed recently, as you may know, more in lines of requiring less onsite parking for businesses. I'm presuming if he's going through this whole process, it's either A, gonna be compliant to the parking requirement, or B, they're getting their bearings. They go to the Zoning Board of Appeals for that. So, to be quite honest, that's really not our interest at this point.
- He hasn't asked me for any help on that, so I don't think he's running into any roadblocks or I think he probably would have.
- He didn't mention any to me.
- I just was think-- And I talked with Wendy Townsend on this, I think she was initial contact relative to this whole item, and she didn't mention anything either.
- It's just such a tough parking area, you live in that area.
- Oh yeah.
- I mean, I can see, say people don't know it, but somebody finds a little loophole and before you know it, word of mouth spreads and, hey, I can't park outside my business because the neighbors are parking there now, so.
- And if that happens, I would say, and then Bill you can bring another request in, two hours 7:00 to 7:00 Monday-Friday or something.
- All right, do we hear a motion to?
- Option two.
- Option two?
- Second.
- Motion made, the second option two, all in favor?
- [Committee] Aye.

- Motion carries. Three initial requests, consideration with possible action requests from Alderman Galvin to remove the two hour, 7:00 a.m. to 7.00 p.m. Monday through Friday zone on the west side of Roosevelt Street from Grignon to Emilie.

- I was approached by a resident from 1124 South Roosevelt, and she has a signed petition from 13 residents requesting that the two-hour restriction, on one side of the block be removed completely. They don't want any restriction on that one side. The other side is no parking, and they're okay with that, but they want to be able to park on their own block in front of their homes as long as they can.

- Okay.

- Do you know why that was put in place, Dave?

- That was part of the old hospital.

- Right.

- Oh.

- Yeah, if you actually look up, until about six years ago I think it was the block just, was it south of there or north of there? We, let me see, the entire stretch from Grignon to East Mason was posted two hour on the west side, no parking on the east side. That was up to six years ago, and then one block between Emilie and Eliza was actually, that was removed. So in essence, what we're doing, we're one block away kind of really doing the same thing. That's really what the request is. Looking at it from an engineering perspective, we have a 30-foot roadway and my recommendation would be to maintain the no parking zone on, that's currently there on the east side. We currently have two-hour, so that means you can park, it's just restricted, so it's not like we've got any sort of width-constraint issues that we'd have to deal with here, so I guess I have no issues or no reason to oppose the request based on, you know, I think we've got a conducive situation with all that.

- It's just a slow erosion of that old hospital restriction. I think people are finding that they don't necessarily need it the farther they live away from the hospital. I got a couple more blocks where I told people, they came to me and I said get me a petition, show me a majority of the people want it removed, and I'll bring it forward.

- That was the question I was gonna ask, most of the names are on, the addresses are on this here in question?

- Yep.

- Okay, I trust your, I don't know, Dave if you want that for.

- If you want it for the file, we can file.

- Just so that people on that street are the ones that want it, so.

- Yep, all right.

- Motion to approve.

- Second.

- Motion made and second, all in favor?

- [Committee] Aye.

- Motion carries. Initial request, consideration with possible action, request by Alder Galvin to establish a temporary no parking zone on the west side of Adams Street from Cass Street to the Donald Tillemann Bridge overpass during the temporary closure of the Fox River Trail.

- So they tore down the old warehouse, and I know there's some land swapping going on. The Fox River Trail, from what I've been told, will eventually be altered to take a hard turn towards the west and flow along the Fox River and underneath the bridge. But in the meantime, right now, the old trail is completely blocked, so we have many people who bike and walk to work or out just for biking and walking purposes, they're being forced to either cross the street to the sidewalk on the other side of the street, or they're trying to get down Adams Street. I'm getting complaints from people where they're having near misses. Motorists are not being responsible and paying attention. And so they're looking for some help to ease this situation so it's safe. They don't wanna, nobody wants to get hit, and nobody wants to hit anybody, so. I thought maybe a temporary solution would be to restrict the parking until this thing gets squared away and if need be, painting on a one-block long bike lane or something to indicate to people that that's there for them to use so they can get back on the Fox River Trail. I don't know how long this process is gonna be, but we have to have a solution for the people, especially come Spring, that trail's gonna be booming more, and we plow it now, all the way down to the south De Pere line so that people can still bike and walk and use it, so I think we need to have some kind of a temporary solution that's gonna make it safer for everybody.

- How many houses are, oh, I'm sorry. How many houses are in that?

- There actually are no houses. That's the water department on one side and that warehouse is completely gone now on the west side of the street.

- And there's nothing, what's on the east side there?

- That's the water department.

- That's just the water, OK?

- This is the water utility and this is their yard.

- They have their own parking there.

- Well, a lot of the employees park on the street. I'm not sure why.

- That a big problem for them, or?

- Well, I would think they'd have to provide parking for their employees like all the other.

- They have lots available, why don't they use that?

- I don't know. Maybe it's easier, I'm not sure.

- Is this the area that's proposed for a large apartment building?

- Exactly.

- Or condos.

- Yep.

- Okay, is that, is the building of that development going to interfere with the permanent placement of the East River Trail along the waterfront?

- No, that's already been worked out with the developers. The trail will simply be moved. I don't know if it's a land swap, or something, but the trail, it's already been agreed to move the trail alongside the river.

- Good.

- Yeah, I've seen the, I've been part of the tech review committee, and this is one of the developments that we had the opportunity to review and provide commentary. That was certainly one of the things that was brought up was the relocation of the trail. As you can tell from this diagram here, or this mapping, this. It almost looks like a sidewalk, but actually this is the trail. It's not actually even on street right of way. You know, this was all park property or something, or it was there on an easement. But it comes up underneath the bridge and then connects back down this way to go right along the Fox River's east bank, so what they're going to do is this is all gonna be developed. I believe they're like brownstone type of residential properties, so very close setback. A new sidewalk will be constructed in this area within the right of way, but then the trail's actually going to be detoured, not detoured, permanently detoured over to here and then it's just gonna connect up. So it really makes a lot of sense. Obviously parks was involved and they agreed to all of this, but the alder brings up a good point that we've got this current situation here now where this is closed. We worked with them and they signed it and everything like that, and it looks good. And this kind of came up very late in the fall so we kind of ran up on some bad weather and there was time enough to get one curb ramp in to here, to allow some of this crossing, but this wasn't really done up this way. There is a curb ramp here but we don't ever see anyone over here. So we don't have a completely ADA compliant detour, so our thought was, as well as because we have a number of special events. There's a number of races and runs that actually use this segment of trail, and when we do those, our plan, I mean we've already, there's a special events committee, we work with the sponsors and our plan right now for all of these while this is closed is actually putting the runners onto the street into that parking lane. And that would be impossible to do if there are cars parked there. Another issue that we actually uncovered when we were looking at investigating into this, that there's driveways here under, to a parking lot that is owned by the city East of Bellin, and there's people that are parking and blocking the view. And I actually have some photos of what that is.

- Of course.

- I gotta go do that tomorrow.

- So if you're looking to come out of this parking lot, and you look to the south, there's a water utility building back here, this is where the closed trail is right along this tree line here, right behind it. You're lucky to see if there's any cars coming northbound. It's very difficult and we're not sure why we've been getting a lot of this spillover lately. I'm not really sure. I don't know if Bellin just has more employees and they're just telling 'em to park on the street there or what, but I don't see it being a safe condition.

- I thought those were water utility employees but I could be wrong, it could be Bellin, it could be, it doesn't matter.

- To be honest, it really doesn't matter. I actually saw this and I said this is not a good situation here, especially for how many vehicles are exiting at one time and things like that, and Adams Street can get pretty busy. It's a corridor from Riverside to Monroe to downtown. I mean, they're using the signal, it's highly traveled. This is looking to the north, and you can see even here they're parked up. So our thought was not only to accommodate this temporary detour of the trail, to accommodate the special events and so forth, we're also solving a sight-distance issue at this point as well, so it's actually staff's recommendation to look at restricting parking on South Adams Street between Washington and Cass Street, the entire side in between there, I think that'll clear up a lot of issues, and then it's also going to be conducive to this trail, temporary trail relocation.

- Would you keep it in place, or at least, that's the suggestion is to keep it in place even when the construction's completed?

- When the construction is completed, and that's something I think that needs to be discussed with the developer. 'Cause from what I could see of the conceptual plans are that these are like I said, brownstone style homes which means they got, you know, I believe they all have access to the sidewalk or it's gonna be a very close setback. My thought was that there probably is gonna be demand for people who just want to pull up and park there and go visit whoever's living there.

- The plan does show for them to have an underground parking ramp underneath the facility.

- So, yeah, the residents, yeah you're right. My understanding that they'll have onsite parking, I'm looking at this probably from more of a visitor standpoint and potentially still trail users. And yes, so to answer your question, Brad, when this is all said and done and everything's open, our plan would be to, in essence, restore the on street parking in that area, but then restrict it from that other photo that I had, so that we had a clear line. We actually measured it out, it's like 80 feet, I think south of that driveway and then all the way back to Washington. That'll clear up the sight lines, and then you can have that as a permanent condition and I think it'll overall make the situation much more safe. The other thing I want to mention, too, is another reason to temporarily restrict the parking on the west side is that there's gonna be construction vehicles, dump trucks, whatever that are gonna need to access that side anyway, so they're gonna be coming in for obstruction permits and we're gonna be loading 'em up with temporary no parking signs that will probably never even get returned, so it's like, let's do this permanently or semi-permanently and then when this all shakes out and it's done, we can see what's gonna be the best parking restriction if any for this whole area.

- Mr. Chairman, I'd move approval.

- I just have one question, do we need a date? Temporary means next year, five years from now?

- Well, as the construction business goes, I wouldn't really place any bets on when this'll be done. I know that they want, they'll have target dates for occupancy and things like that, but you just never know when it comes to final landscaping and things like that. I would just leave it open, and as soon as this is done, I mean this is something we're gonna be aware of at staff level when this is all done. We'll look at it and then it'll probably be more of a, you know, I'll call Bill and just say, hey, let's change this up, you good with this? And it'll either be a request directly from me or from the alder.

- Okay.

- I second.

- Motion's been made, second did I hear?

- Second.

- All in favor?

- [Committee] Aye.

- Motion carries.

- You'll probably have to send some letters to non-staff and to water utility, let 'em know what's going on and obviously not heavy-handed enforcement at first until people can get an idea what's going on.

- Right, right.

- You gotta break that habit and practice.
- Yeah, no and parking utility will get, they always get copies of all of our work orders so they're aware of that. Then of course, the 90-day trial is always something that is used as kind of that notification to go, look, this is here, and if you don't like it, when the 30 days or 90 days are up, you can always come back when it comes for this body's approval again to move to council if they have any word to say on it, they can.
- Is there anyway of marking that so that the trail users know that this is for the bicyclists and that they can use this instead of having to cross over through traffic and then try and cross back through traffic to get back on the trail?
- I think you're gonna find that they're naturally just gonna do that.
- Yeah, I know.
- And I'll tell you what I think the contractor did a pretty good job of putting up some signage. The signage does say to use the east side. That's more, to me, a more pedestrian detour, and I know that the trail is cleared and everything in the winter time, but I think obviously the most activity takes place when it's warmer out. I think we just kind of wait and see how this all shakes out. If we do have problems with some of that signage, I can always contact the contractor. I've been working with Kaurie up in parks with respect to that, and they've been really good to work with.
- All right.
- How many units are they putting in there? Don't know?
- I couldn't give you an answer.
- OK, for initial request, consideration.
- We've gotta vote again.
- We had a first and a second, I don't know if you did a vote.
- Yeah, I did.
- Oh, we did? Okay, never mind.
- I heard you, I heard you.
- Dan and I are having old person syndrome.
- You got it, right? Hey, talk about yourself.
- Hey, I'm with you, buddy.
- Consideration with possible action request by the traffic engineer on behalf of Miron Construction to establish a no parking zone on both sides of Weise Street from Quincy Street to Van Buren Street.
- Thanks a lot.
- Take care.

- So this came in from, actually you'll see the email from a Mr. Dan Reuter from Miron that came in Friday, but I've been working with their team. City staff has worked with Miron Construction and any of the contractors and subcontractors relative to this development. This, as you know, has been a pretty big project. At a staff level we're working quite a bit with respect to the oversized-overweight permitting that's occurring for them because they have a lot of equipment coming in and now a lot of material coming in that is actually oversized. So we've been working very closely with the team on that, as well as the pedestrian safety for the workers. What they've done is they've gotten agreements with some of the local businesses to lease spots in parking lots. So like that old Prange's warehouse, I know that they're parking some employees there. They're parking 'em over, you know Green Bay Packaging has that lot that you can actually, it's actually right next to, well maybe not right next to this, but let me just put it on the map. Yeah, as you can see, here's some parking here. They've been parking in this lot, and they've been parking in this lot. So they are providing buses for transportation for their employees from these lots. These shuttle buses will come in, pick 'em up, bring 'em over into the Project Wolfpack job site where they're constructing. What's happening is that there's some employees that are insisting on parking on the street here, and it's actually interfering with not only the directives that they're giving these contractors and subcontractors which they may or may not have complete control over work behavior, I guess you could say. But it's also providing issues with Ferrelgas, and that's what the second email in the project packet was all about was that the representative Mr. Dave Peters from Ferrelgas had also commented that the drivers parking are providing issues with their driveway access and emergency egress gates, and that they're even having issues with some of them parking in their own parking lot, and that does become a private issue, but I think as soon as parking is restricted on here. And again, this is kind of like the last one, this is more of a temporary condition. Once Project Wolfpack is completed which is not gonna probably be for another couple of years, I believe 2021 is when they're scheduled for completion. That's probably when you'll see another request come through here for removal of that restriction, it'll probably just go back to normal, so.

- This is really to accommodate that project and it also helps out the other businesses along that area.

- So, you make that non-parking there, there's enough lots for people to park that are parked in the wrong spot now, then, is that what you're saying?

- Yeah, and I've gone through there. I've met with them during working hours just to kind of see the behavior and there's actually more pictures here. Here's another one so you can see 'em all parking up and down. You know the street's wide enough, that's not the issue, but as you can see, they're doing this, parking up some of the driveways. And also, because there's so many of 'em, it's actually kind of hindering our snow plow removal activities. You know when we start going clearing streets, they can't actually get into those areas because they're getting parked up every day.

- Well, as long as there's some place for 'em to park there.

- Yeah, if they're parking outside, we can go through there and clear that up real nice.

- Yeah, but as long as they're providing parking.

- Oh, yeah.

- If you're gonna create non-parking, you gotta have somewhere for them to go that's.

- They have plenty capacity.

- Somewhat convenient, not two miles away.

- Right.

- No, no, from what I could see, and I went, and we looked at both of these areas, Dan and I, and there was plenty of parking spots in both of those lots. So I don't think they have a capacity issue at all.

- Make a motion to approve the no parking.

- Motion's been made, do I hear second?

- Second.

- All in favor?

- [Committee] Aye.

- Motion carries. Initial request with consideration of possible action at the request of Alderman Lefebvre to remove the no parking zones on the north side of Eastman Avenue from Webster Avenue to Van Buren Street.

- No pictures on this one, but I will show you the map. Actually, it's somewhat close to this last request. As you know, North Webster Avenue, University Radisson, constructed in 2019, project is complete. One of the things that we had, we don't always do this. Over time, what ends up happening if there's abuses to heavy trucks off of the truck routes, we'll end up putting no truck signs off of corridors, and as part of our signing plan we went a little bit minimalist, well I won't say minimalistic, I mean realistic where it's like, OK, people should, these truck drivers shouldn't use this. We didn't post no truck signs along this little corridor, I'm just hoping that people, that they were so used to the traffic patterns anyway. Apparently the owner on the northwest corner here at Eastman says otherwise, and there's been multiple trucks accessing Green Bay Packaging via Eastman this one way. This is actually a one way pair. You got westbound north of the tracks and you got eastbound south of the tracks. So it's happening, I did actually order in some no trucks signs in that area. They actually were there before construction, like I said. I don't have a problem putting 'em back seeing as how we still have the issue, but one of the other things that they were wondering was can we just have parking on street which would probably deter some of that truck traffic anyway from turning. So if they were parked, say, next to their house on the north side just west of Webster Avenue, that kind of makes it a little bit more of a difficult turning movement for those trucks anyway. So having the presence of on-street parking would be conducive to resolving this.

- What's the width of that road, Dave?

- 24, 24 feet, but it is one way.

- Right.

- The other thing to consider, too is that there is a rule, I believe it's a federal regulation that requires that there shouldn't be any parking activity within 25 foot of the nearest rail, which really means that the inside travel lane going westbound really should be a no parking zone. So one of my thoughts was, why don't we just flip it? Why don't we just take the no parking off the north side and just move it to the inside, and that way it kind of reinforces that federal regulation, not parking within 25 feet of a rail. Granted you're parallel to it, but people really shouldn't be parking there anyway, so if you had parked cars on the north side, a one way street you'd certainly have enough width to do so with no parking restriction on the south side. So that would be my recommendation is actually to remove it, remove the parking from that south side, and move it to, or I should say the north side, move it to the rail side on both of the pairs, actually. So we're also talking over here. And then establish, yeah establish those parking zones that way. I would probably extend it all the way down to, I believe this is Jackson Street. Yeah, North Jackson. I would probably keep it no parking here for the simple fact of, again, we've got a parking lot, what happens if people just wanted to park on the street for whatever

purposes over here? You got this spur line that's over here. Sometimes when you have people parking too close to the railroad crossings it's really not a good situation, so my thought was actually just allowing the parking from Webster over to Jackson and just leave that restriction here. So it's staying out in front of the issue with a 90-day trial of course.

- Do I hear a motion?

- Motion to approve Dave's suggestions.

- Motion made, item seconded.

- All in favor?

- [Committee] Aye.

- Motion carries. Oh, all these terminations... Dave, I'll let you sort of brief them together how you want it, the six of 'em will go together, so.

- Sure, yeah we do have a lot of 'em. I'll just kind of go over them where I can see them paired together. So items six and seven are connected. This is the one where we had that Starbucks that went in on the Main Street frontage road, and we removed the two yield intersection that is and converted it to a two-way stop. It's working as designed now, so I'm recommending approval of six and seven.

- Motion to approve six and seven.

- You want to take 'em all together or are you gonna approve?

- However you'd like to approve 'em is up to you.

- We can take 'em all en masse.

- Just take 'em all together.

- Take 'em all en masse, OK. I'll just describe 'em and then. So the next one we got Van Buren Street, so that'd be eight, nine, 10, 11, 12 and 13. Those are all related to those parking changes that we made on Van Buren basically between Walnut and Main Street. Again, no issues or questions on that, so I'd recommend those items as well be approved. And then we've got the 15-minute loading zone on South Broadway and Prospect, or near Prospect, 60 feet north of to 110 feet north of, that's on its own. I recommend approval of that, and of course the last one, one-way yield condition Lafayette at Candle Way, that's the far west side location. That's where that new subdivision Pine Acres went in and there was a new roadway basically connected through and now there's more traffic on it, so. Establishing some sort of traffic control at the T-intersection really worked and so that's how all those are all grouped, so I would make a recommendation to take items six through 15 en masse for recommendation to approve all of those trials.

- OK.

- Motion to approve six through 15.

- Motion made, do I hear a second?

- Second.

- Motion made, second, all in favor?

- [Committee] Aye.
- Motion carries. E, informational, next meeting, Monday, February 17th. Anybody know that they won't be at that meeting?
- Yes.
- Obligation, OK.
- Handing out the leaderships.
- No Ray, all right.
- In Alabama?
- That's an obligation.
- It's an obligation to be there.
- With that, anybody else? I'm gonna entertain a motion for adjournment.
- So moved.
- Second.
- Motion made and seconded, all in favor?
- [Committee] Aye.
- We are adjourned.