



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, FEBRUARY 17, 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, Brigid Riordan, Ray Smith, and Stephanie Birmingham.

Present and Voting: Craig Stevens, Brad Strouf, Daniel Theno, Brigid Riordan

Present and Not Voting: Matt Kuepers

Excused: Ray Smith, Stephanie Birmingham

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, February 17, 2020 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to approve the agenda for the Monday, February 17, 2020 Traffic, Bicycle, and Pedestrian Commission meeting.

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

Motion carried.

C. APPROVAL OF MINUTES.

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

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to approve the minutes from the Monday, January 20, 2020 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. *General Business*: Report by the Police Department of the 2019 4th quarter serious injury and fatality crashes. (All Alders)

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to receive and place on file the report by the Police Department of the 2019 4th quarter serious injury and fatality crashes.

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

Motion carried.

2. *Initial Request*: Consideration with possible action on the request by the Traffic Engineer to establish a I-WAY STOP condition on Black Sheep Way at Spartan Road. (Ald. Dorff – District 1)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to establish and adopt by ordinance a I-WAY STOP condition on Black Sheep Way at Spartan Road.

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

Motion carried.

Motion carried.

3. *Initial Request*: Consideration with possible action on the request by Ald. Corpus-Dax to review traffic patterns within the I-43 Business Center and provide recommendations on any necessary improvements. (Ald. Corpus-Dax – District 2)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to refer to staff the request to review traffic patterns of the Challenger-Voyager, Mason-Challenger, and Mason-Ontario intersections and provide recommendations on any necessary improvements.

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

Motion carried.

4. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to remove parking and traffic regulations on Lawrence Street and Acme Street due to street closure and vacation. (Ald. Stevens – District 5)

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to:

A. Remove the NO PARKING zone on the west side of Acme Street from the southern terminus of Acme Street to University Avenue.

B. Remove the NO PARKING zone on the east side of Acme Street from a point 70 feet south of University Avenue to University Avenue.

C. Remove and adopt by ordinance the 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Acme Street from the southern terminus of Acme Street to a point 70 feet south of University Avenue.

D. Remove the NO STOPPING OR STANDING zone on the west side of Lawrence Street from a point 560 feet south of University Avenue to University Avenue.

E. Remove the NO STOPPING OR STANDING zone on the east side of Lawrence Street from a point 510 feet south of University Avenue to University Avenue.

F. Remove the ONE-WAY STOP condition on Acme Street at University Avenue.

G. Remove the ONE-WAY STOP condition on Lawrence Street at University Avenue.

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

Motion carried.

5. *Initial Request:* Consideration with possible action on the request by Ald. Stevens to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from University Avenue to Vanderbraak Street. (Ald. Stevens - District 5)

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to refer to staff the request

to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from University Avenue to Vanderbraak Street.

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

Motion carried.

6. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to modify the parking restrictions on the east side of North Broadway at Kellogg Street. (Ald. Scannell - District 7)

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, that on a 90-day trial, to:

A. Remove the NO PARKING zone on the east side of Broadway from a point 10 feet north of Kellogg Street to a point 50 feet south of Kellogg Street.

B. Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 205 feet south of Bond Street to a point 10 feet north of Kellogg Street.

C. Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 50 feet south of Kellogg Street to a point 175 feet south of Kellogg Street.

D. Establish a NO PARKING zone on the east side of Broadway from a point 85 feet north of Kellogg Street to a point 70 feet south of Kellogg Street.

E. Establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 205 feet south of Bond Street to a point 85 feet north of Kellogg Street.

F. Establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 70 feet south of Kellogg Street to a point 175 feet south of Kellogg Street.

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

Motion carried.

7. *Initial Request:* Consideration with possible action on the request by Ald. Johnson to establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Oakland Avenue from a point 58 feet north of Shawano Avenue to Hubbard Street. (Ald. Johnson – District 9)

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to open the floor for discussion.

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

Motion carried.

The following people spoke regarding the request:

Patricia Bury - 137 N Oakland Ave

Vanessa Blanchette - 123 N Oakland Ave

Steve Shefchik - 123 N Oakland Ave

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to close the floor for discussion.

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

Motion carried.

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

A. Remove the NO PARKING zone on the west side of Oakland Avenue from Shawano Avenue to a point 58 feet north of Shawano Avenue.

B. Establish a NO PARKING zone on the west side of Oakland Avenue from Shawano Avenue to a point 110 feet north of Shawano Avenue.

C. Paint the driveway apron curb yellow at 137 N Oakland Avenue.

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

Motion carried.

8. *Termination of a 90-Day Trial:* To remove the I-WAY STOP condition on Kellogg Street at North Broadway.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brigid Riordan, to remove the I-WAY STOP condition on Kellogg Street at North Broadway.

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

Motion carried.

9. *Termination of a 90-Day Trial:* To establish a 2-WAY STOP condition on Kellogg Street at North Broadway.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, to establish and adopt by ordinance a 2-WAY STOP condition on Kellogg Street at North Broadway.

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

Motion carried.

10. *Termination of a 90-Day Trial:* Establish a 1-WAY STOP condition on Kellogg Street at Donald Driver Way.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, to establish and adopt by ordinance 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.

11. *Termination of 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, 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, Daniel Theno, No- None, Abstain- None

Motion carried.

12. *Termination of a 90-Day Trial:* To 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, to 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.

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

Motion carried.

13. *Termination of a 90-Day Trial:* To 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, to establish and adopt by ordinance 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.

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

Motion carried.

14. *Termination of a 90-Day Trial:* To 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, to establish and adopt by ordinance 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.

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

Motion carried.

15. *Termination of a 90-Day Trial:* To 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, to establish and adopt by ordinance 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, Daniel Theno, No- None, Abstain- None

Motion carried.

E. INFORMATIONAL.

1. *Next meeting:* Monday, March 16, 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 Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting.

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

Motion carried.

VERBATIM MINUTES

- Do I turn this in to somebody?

- Yeah.

- Okay, thanks.

- We'll call to order the meeting of the Green Bay Traffic, Bicycle, and Pedestrian Commission meeting for Monday, February 17, 2020. Roll call of members. We got member Dan Theno, Alderman Craig Stevens, from the police department, Brad, Myself, Matt Kuepers, Chairman, and the wonderful Dave and Stacey. We are ready to roll.

- Okay, just for the record, Brighid, Ray, and Stephanie are excused absences tonight.

- Okay. Go to Item B, approval of the agenda. Approval of Monday, February 17, 2020 Traffic, Bicycle, and Pedestrian Commission meeting agenda. Do I hear approval for our agenda?

- Mr. Chairman, I would move approval of B and C, the agenda and the minutes.

- Okay.

- Second.

- Motion made and seconded. All in favor?

- Aye.

- Motion carries. D, regular business. Report by the police department of 2019 fourth quarter serious injury and fatality crashes.

- For the City of Green Bay fourth quarter there was one traffic fatality. It occurred on Sunday, October 6th at 3:44 p.m. Green Bay police officers were dispatched to the 25 block of Dunbar Lane for the report of a van versus pedestrian crash. When the officers arrived they found a good Samaritan and then ultimately the

personnel from Green Bay Fire and Rescue performing life saving measures on a two-year-old female that had been struck. The investigation turned the child ran from the front of a residence behind a van backing from a private driveway when she was struck by the van. The driver of that van immediately stopped to run for aid. The victim, again a two year old Green Bay resident was transported to a local hospital where she was pronounced deceased. No criminal charges have been requested as this fatality appears to be a very tragic and unfortunate accident. Members of the Green Bay police department and traffic did reconstruct the crash scene. That was the one and only for the fourth quarter.

- Bad one though.

- Motion to receive and place on file.

- Motion.

- Second.

- Second. All in favor?

- Aye.

- Aye.

- Motion carries. And this request consideration with possible action and request by the traffic engineer to establish a one way stop condition at Black Sheep Way at Spartan Road.

- If you look at the map, actually in this field here is a new subdivision that is going in. Actually I think I have a copy of the plat. You can see the roadway network that is being constructed. So here's Spartan Road north, south, Luxemburg tees in, so just south of there there's a roadway called Black Sheep Way and it's teeing into it. Snakes around, curves around, and turns into Mendota Drive. So there's a number of things that we'll do from a staff perspective. The only thing that we need is for the Traffic, Bike, and Ped Commission to approve of the one way stop position that would be Black Sheep eastbound as it tees into Spartan Road. And because this is more of a functional requirement than anything else, a 90 day trial, I'm asking that to be waived. It's not really gonna become anything else. That all roadways that lead up to a collector or higher would be stop conditions. So I make a recommendation for a one way stop Black Sheep Way at Spartan Road and waiving the 90 day trial.

- So moved.

- Motion made, do I hear a second?

- Second.

- Motion made and seconded. All in favor?

- Aye.

- Motion carries. Three, consideration with a possible action request for Alderman Corpus-Dax to review traffic pattern within the I-43 business center, provide recommendations on necessary improvements.

- Yeah, I had a brief conversation with the alder last week, given the size of the I-43 business center I wanted to find out if there was say some areas or intersections or segments in particular that were of concern, that the reports were received. And per that conversation, three intersections Mason/Challenger, Mason/Ontario, and Challenger/Voyager were the three that were brought up. The standard, you know there's problems

during the peak hour, wait times are increased from the side street, and I know over at Ontario there's been some concerns about lane markings, paint markings, lane designation, that sort of thing. So with that understanding, I have no problem making a recommendation to refer to staff for study. We do have the alder here, if the alder would like to add anything to that already stated.

- Nope. I mean, yep, I think those three are probably the main concern, especially that Voyager and Challenger intersection. Definitely if you're someone that's on Voyager trying to turn onto Challenger, you can easily be stuck there for quite awhile.

- A long time.

- Yep.

- During those peak hours.

- It operates as a two way stop now. Side street by Voyager, east west, stops for Challenger which is a through movement.

- Chairman, I would recommend that we send this to staff for further study.

- Motion was made, do I hear second?

- Second.

- Motion and second. All in favor?

- Aye.

- Motion carries. This request and consideration of possible action request by the traffic engineer to remove parking and traffic regulations on Lawrence Street and Acme Street due to street closure and vacation.

- American Foods Industry?

- Yeah, both streets. American Food Groups is underway with a plant expansion. And they actually had bought up a number of these homes along here like on Henry, and there were some homes here as you can see from this vintage aerial from probably 2018. So these are all bought up and in essence they're going to incorporate Acme and Lawrence which for the most part over the years has really kind of disturbed them anyway. So the related and existing parking and traffic regulations on those streets really need to go away. So we've got some parking, we've got some no stopping or standing zones, and of course University being an arterial street, both of these streets have one way stop conditions that will be removed. When it comes down to what we're actually going to be doing out there relative to signing, we'll pull all the parking signs, but we're gonna leave in the stop signs, but the stop signs really don't, shouldn't be in our ordinance book anyways, because it's just like having a private driveway coming up to an arterial street. And because they are still gonna have truck traffic we're just gonna keep the stop signs up and in place, and they're fine with that as well. This just doesn't become a city regulation any longer. So, with that, I will read what my recommendations are specifically.

- I have a question.

- Yes.

- Lawrence Street, that entire street's being street closure and vacation?

- Correct, yeah.

- Even though that one business is still staying on the corner right there?

- Are you talking here?

- Yeah.

- I believe they have access off of University.

- Oh, okay.

- Yeah, when this is all said and done there is not going to be any other businesses other than AFG that would have access off of the to be closed Acme and Lawrence. Now, I believe the closure vacation starts somewhere, obviously south, I mean it splits somewhere down the line. I believe it all has to do with utility ownership in that area. So those lines are not even sure if they're exactly determined yet at this point. All I know is that they're moving forward with this. And regardless of closure or vacation, that status is, it doesn't matter to us from a traffic perspective. Just all those regulations need to be off of our ordinances. So that said, I'm looking for the removal of no parking zone west side Acme street from it's terminus to University. No parking zone east side of Acme from a point 70 feet south of University to University. Removing a two hour parking sign 7 a.m. to 7 p.m. Monday through Friday zone east side of Acme from it's southern terminus to .70 feet south of University. Removing the no stopping or standing zone on the west side of Lawrence Street from a point 560 feet south of University to University. Removing the no stopping or standing zone on east side of Lawrence Street from .510 feet south of University to University. And removing the one way stop condition at Acme at University and Lawrence at University. And again, this is kind of like item D two where the 90 day trial would be suspended as well. These are permanent conditions. So asking that as well be waived.

- Motion to approve per your suggestions.

- Second.

- Motion made and seconded. All in favor?

- Aye.

- Motion carries. Five initial requests consideration with possible action request for Alderman Stevens to review and potentially change the speed limit 25 zone on N Webster Avenue from University Avenue to Vanderbraak Street.

- This is actually the new North Webster Avenue. So the limits shown in the request are University to Vanderbraak. I can tell you from pulling the design study report from the recent reconstruction, there's actually a change in design speed to Klaus. So one block to the south. It's actually posted 35 from Klaus Street to the north, see at Radisson and Klaus. And then here is Klaus, then to University is this stretch here which is posted 25 and that area is actually the design speed that I could pull from the design study report was 30 miles an hour. However, there is a lot of different items that go into selection of design speed and as you can tell this is a straightaway, there is no curves or anything like that. So there is a possibility that a speed higher than the design speed could be posted, but that would have to actually have an engineering review to determine that. At this point in time, actually there's another point I need to make too. Wisconsin State Statute 349.11 Authority to modify speed restrictions, and all speed limit changes shall be based on a traffic engineering study including modifications logged under state statute. So it's not a matter if a study would have to be done. Recommending either for or against. For being neutral on speed zone it's still a requirement to have one on file.

- Sure, Green Bay is efficient.

- If this is something that indeed the Commission would like to see studied, this would have to get referred to staff for study.

- I make a motion to refer to staff for study.

- Okay, motion been made. Do I hear a second?

- Second.

- For the staff? Motion been made to, and second refer to staff. All in favor?

- Aye.

- Aye.

- Motion carries. Six, initial request for consideration and the possible action of the request by the traffic engineer to modify the parking restrictions on the east side of North Broadway and Kellogg Street.

- As part of the rail yard project many of you may know that Kellogg Street is being extended between Donald Driver Way and Broadway. So this whole segment here which kind of has been gravel and kind of had the appearance of a driveway access for many, many years is actually an actual street. So that being said, that's changed the parking requirements that would be on the east side of North Broadway at the intersection. You know, the existing signage is conducive more to a tee intersection, and really not for an actual full four-leg intersection. So we've evaluated it in our division and have some recommendations on how to make those modifications. I do have a number of points, there's six of them here that I'm recommending on a 90 day trial. Four of them for, actually three removal and three establishing. So the removals would be the no parking zone east side of Broadway from a point 10 feet north of Kellogg to a point 50 feet south of Kellogg. Removing the two hour seven to seven Monday through Friday zone on the east side of Broadway from a point 205 feet south of Bond Street to a point 10 feet north of Kellogg. And removing the two hour seven to seven Monday through Friday zone on the east side of Broadway from a point 50 feet south of Kellogg Street to a point 175 feet south of Kellogg Street. Once we open all of that up, start with a fresh slate that we'd be establishing a no parking zone east side of Broadway from a point 85 feet north of Kellogg Street to a point 70 feet south of Kellogg Street. Establishing, or reestablishing I should say with different beginning and end points would be the two hour seven to seven Monday through Friday zone east side of Broadway from a point 200 feet south of Bond Street to feet north of Kellogg. And establishing a two hour seven to seven Monday through Friday zone on the east side of Broadway from a point 70 feet south of Kellogg Street to a point 175 feet south of Kellogg Street. That's my recommendation.

- So moved.

- So moved, or second.

- No, go ahead.

- Motion been made and seconded. All in favor?

- Aye.

- Motion carries. Seven initial requests for evaluation with possible action requests for Brian Johnson to establish two hour 7 a.m. to 7 p.m. Monday through Friday zone on the west side of Oakland Avenue from point 58 feet north of Shawano Avenue to Hubbard Street.

- Excuse me. And this is a request that has come by this commission roughly two years ago when a business opened up in the, I think it was a former library property from years ago. And they did some work on the building and I believe some site work as well, and in essence they have clients that come into the establishment and in essence from what I understood at the time, and I'm presuming that hasn't changed, but I do see we have people in the gallery from that timeframe from presuming the agency here. I do remember a face. So they could possibly maybe expand a little bit on that. But it's my understanding, I believe third person that I have listed here in the comment form, Patricia Bury, correct? I believe I have spoken to on the phone, it was a resident on west side of Oakland Street north of where this establishment is located. And it's my understanding that we have employees and staff from the business parking on the street. And I think maybe there's some people that are for it, some people may be against it. So kind of sounds to me like maybe there's some concern maybe of that. Staff has been neutral on this item. This is a street where it can accommodate based off it's width, parking on both sides of the street. So however it's regulated is really gonna be up to the district and the neighbors, and the business in that area. So however that is decided. So since staff's staying neutral on this one.

- Didn't we have this the last three or four months? Or we did something of this general area, or not?

- No, this hasn't come to this commission recently. No, I mean it may only seem three or four months ago, but it's actually been a year and a half, two years maybe. Just as a little bit of history was more or less a two hour zone on that west side was what it was. I think we had a lane for longer no parking here to the corner zone, but then the rest of it was two hour but then that got removed as part of the discussion we had here.

- All right, well, we have interested parties. Should we open up the floor?

- I do recommend that.

- Motion to open the floor.

- Second.

- Motion made and second to open the floor to interested parties to speak. I think we've got three or four of them there. So you wanna call off one of them? You want them to speak into, you got a mic up there Dave at the podium?

- No.

- Just let them speak from where they're at?

- I think we'll be fine. Yeah, this room's got a pretty sensitive room mic.

- All right, you gotta call off the first name you have then.

- Sure, sure. Well I've got two that I believe would be probably against the request, and then I have one for. So I guess whoever's,

- Can I speak one second? My name is Steve Shefchik Vanessa is also down. We own the job discounts and operate a business out of there. And my understanding,

- Could you speak up just a little more, Sir?

- I'm sorry, my understanding from talking to Brian Johnson is that there was a complaint brought, and brought that to my attention and said that it would probably be a good idea for us to be here for that. So I'm kinda curious what the complaint is.

- Well, why don't we, so you know, everyone kinda knows where we ended, why don't we ask Patricia Bury to speak first. 137 North Oakland Avenue.

- [Patricia] Yeah, can everybody hear me okay?

- I can hear you just fine.

- Okay yeah, my name is Patricia Bury, I live at 137 North Oakland Avenue, right next door to the property in question, the Fisk House, my house is also a Fisk House. I have no complaints about the business itself. They're quiet, they're clean, they've made improvements to the property. Everything is great except the fact that the business is having employees, to my understanding, park on the street. And I mean, this morning there were nine cars out there. When I left this afternoon there were at least five. And I know many streets in the city have parking on the street, but that's mostly for residential, very short term parking. And this has been going on almost daily, sometimes even on Sunday, and I do remember being at a city council meeting when the business was going in for their certification, application, whatever you wanna call it. And they kind of indicated that Monday would be a busy day and there would be street parking. Fine, Monday, no problem. But you know, hopefully this is a sign that their business is doing well because they're out there now all the time. And my concern is it has occasionally disrupted snow removal, leaf removal, a couple of times my trash wasn't picked up because the garbage truck can't get to the trash because there's a car blocking the way. It's hard to see to back out of my driveway, and this is right where if you're familiar with the property, which I'm sure you are, it's where like Walnut kind of turns into Shawano, and there's kind of this curve there. And people really whip around there fast when they're turning north onto North Oakland Avenue. And I'm afraid I'm gonna get rear ended or back into somebody because I can't see to pull out of my driveway. And duh, duh, duh, duh, duh, and oh, the thing about the two hour sign, that was put in a long time ago because another business was having their employees park on our curb to reserve spaces for their customers. And the sign was put in, I don't know, quite awhile ago. And it worked great. I mean, you know, people could still park there. You could go visit your friends and not get a ticket or whatever, but you know, two hours is reasonable. I'm rambling here. But my main complaint is that the sign was taken down and I really wasn't notified about it. I know that supposedly there was some canvassing of the neighborhood done, and there was this 90 day period where you could you know, voice a concern, and I know I'm way over that limit. But I didn't really realize it was gone until I was like, "Why are these cars "here all the time?" So anyway, there's that. That is really kinda my main beef. And in terms of solutions, I don't know. I mean, maybe the business could enlarge their parking lot.

- We're not able to expand the lot.

- I would be interested to know why, but I'll take your word for that. Oh, and there is a no parking sign from here to the corner. And that is really far back on that intersection. So maybe that sign could be moved that would be to the south, you know, I don't know how many feet that is, that's probably a couple hundred feet, and you know maybe that sign could just be moved up and they could park more in front of their business. Because there's no driveway there. Like with me, with my driveway, they're kind of parking right up by the driveway, and so that's why I'm saying it makes it hard for me to see, yeah, there we go. Yep, see, no. Okay yeah, that's, yeah, and that's my driveway. It's been repaved since then. But, you know, can I approach this?

- Sure.

- I'm just saying sometimes the cars are like right up here. And when I'm trying to get out of my driveway, you know, your vision is impeded. So I was just thinking if this sign at least could be moved up somehow. I don't know, maybe there's some engineering reason why it can't.

- When you say--

- I'm just spitballin' here.

- If I can inject real quick. When you say, "move up," which direction are you asking the sign to be moved?
- To the south.
- Closer to Shawano, or further away?
- Closer to the stop sign.
- Closer, okay.
- So it allows them to park closer,
- Yeah, like maybe more toward here or something. I mean, like I said, the business is a good neighbor. It's just the parking I'm concerned about.
- So they park in front of your house and you can't get out? Is that your major concern then?
- Well, it's not that I can't get out, but it's just that it's hard to see, and I'm concerned about you know, as people kinda whip around that corner, that I'm gonna run into somebody, or they're gonna run into me. And it's also the leaf pickup, the snow removal, trash. It's not trash coming from them, I'm talking about my trash pickup.
- Your weekly trash pickup gets, sometimes they don't pick up because there's parked in front of your, where your garbage,
- I mean, it doesn't happen very often, but it has happened.
- Can I ask you where you put your garbage can?
- Can you put my house back up on there?
- That's your driveway.
- Okay, yeah. Recycling here, trash here.
- Okay.
- Because it's supposed to be, they're supposed to be like four feet apart.
- Right, now we have a four foot ordinance meaning that a vehicle can legally park up to four feet to the apron. And if that's where you're putting your can, they're not gonna pick it up. And I guess technically they don't have to. What our operations people have told people that are in situations where parking is tight is actually just put it on your apron.
- But then I can't get my car out.
- Then you would have to shuffle. But I mean, that's what they tell people.
- What do you mean, "shuffle?"
- I mean, then you'd have to bring it out, move your car out, put it back there, and then leave. It happens all the time in single car neighborhoods.

- I have a question.
- Yeah, go ahead, great.
- Can we move that no parking closer to the stop sign?
- Probably. I'm presuming we could probably move it almost up to where you see it widen out.
- So you'd probably get two more cars right there.
- That's probably about it, yeah, I would say probably two cars.
- As long as we get a chance to speak about it first.
- You will have your. How about yellows?
- What's that?
- The four foot increment?
- What about it?
- You have to put yellow paint there?
- Could, I mean if the violations are frequent.
- That would take care of her recycling and garbage.
- Right.
- Outside of the apron there that she can't back out of her driveway which is back out when the recycling and garbage containers would be there.
- Yeah, I mean we paint curbs in areas where there's problems. We do it kind of on a per request basis. It's very much more common in the Stadium District.
- Yeah, that's where I've seen it.
- But I mean, in a situation like this, if there are cars that are always parking that close to it, I mean, yeah we could do it on the request of the resident. Not every resident likes yellow paint by their driveway. That's why we don't just do it automatically, we do it on a request only basis.
- I'm okay with yellow. I like yellow.
- Green and gold, right?
- So we've heard your concerns, so we're gonna move onto the other group that wishes to, their concerns.
- Thank you.
- Thank you for coming. Thank you. And you wanna call names, or are you good?

- I guess, Vanessa, since you're standing, do you want to talk?

- I would like to. So I mean, I guess one of my things would be here is that in general it is us parking on the street here. We don't have people parking that close. We don't even, we take care not even to back into the driveway to turn around if we need to. I don't know who owns the street or who owns the terrace, but my guess is that's the city. In my neighborhood, anybody can park on the street that wants to park on the street as long as they're not doing damage or blocking some sort of something. So, you know, as a business we put at least probably \$50,000 into the landscape around the business. We haven't hurt the area around, we have only brought up property values. We would like to put another parking lot in on our property, but we have to make sure that it would agree with the city's ordinance of green space. So while we would like to do that, we don't know that we can do that at this point. If we had our clients parking in the street it would be a constant in and out rather than just in the parking spots. So we try to park on the street rather than having our clients backing in and out. We've also, just as far as good neighborhood, we have actually shoveled the driveway of our neighbor because it hasn't been done on time or within a timely manner. We have disrupted a domestic dispute of our neighbor being thrown down on the ground in front of the house and called the police. So we feel like we're doing what we can as good neighbors, to make this a good neighborhood. We are also supporting the district by helping build up families. We have not, this is not an arterial street. This is not a street that people are in general using to get to, I mean there's a lot of streets around us that can be used to get to other spaces. We have the Green Bay Zen Center, so a Buddhist Zen Center is there Sunday mornings so that means there is increased traffic on a Saturday morning to practice Buddha Zen. And there are probably about 20 people there, not even, probably every Sunday morning. Otherwise, there's a very limited amount of people there on the weekends. This is not highly trafficked between Friday night and Sunday morning. Again, we do everything we can do. We've taken tours for people who are local who want to see the building and see what improvements we've made. We feel like we want to be part of the community. Again, I'm just not sure who owns the street and who owns the terrace. And we would be happy to have something put in between the driveway of her, where she is to six feet or three feet or wherever it is. But again, I live in a neighborhood where it's not regulated, people can park there if they like to, and I don't think we're doing any damage. We don't have people walking the ones. We check always to make sure that there's not any kind of trash or anything left by people that are coming to attend our clinic. We provide a service to the community. So that would be my--

- Thank you for coming.

- I have a question.

- Oh, go ahead.

- Question. So how many employee vehicles park on that street?

- It can be anywhere from, of course we only have three full-time people. So it can be anywhere from three to six would park there. And again, we would park in the driveway, but we prefer that we take care to make sure that we're not parking awkwardly or disrespectfully, so we do that, and hope that they park in the parking lot.

- Monday mornings we have a staff meeting, so that's why Monday mornings we have an hour staff meeting so that's why it's higher on Monday mornings.

- So when all six people are there at the same time then?

- No, we have other staff that aren't full time that come Monday.

- That's what I meant, when your other part time staff and your three cars are there so then you have,

- Maybe.

- Monday, is that kind of the--
- Yep, Monday .
- Just trying to understand the--
- As Vanessa said, I've asked my staff to be very mindful of the driveway and don't park too close. I've even said, "Don't turn around in her driveway."
- Don't even pull in.
- So certainly I think I understand if they want to put the yellow down for the four feet so it's easier to see and to make sure she has space for her garbage and recycling and leaf collection.
- Yeah, well that would help with leaf collection too, probably. Would there be enough room for leaf collection if you paint the--
- If you went into that little corner, I guess.
- I was gonna say, it's kind of a tight spot because it sounds like you're parking every day your business has grown to the extent that you're parking there every day then?
- As far as the business we do in that building can't really expand anywhere. We only have so much space there. So we literally aren't anticipating having any more parking on the street than we currently do.
- You're not parking on both sides there?
- No.
- I think it's, restricted on the other side. Let's see. Yeah, it's restricted.
- Mr. Chairman--
- You could, I'm sorry. I'm pointing, and I'm sorry that I'm pointing. The lady sitting to your right, did you care to speak? I didn't get your name.
- I didn't put anything out there. I was just, nothing new.
- We got it open, so whoever wants to speak, now is the time to speak. Because, go back into business then you won't be able to speak. So anything else you want to add?
- Just as a, as she mentioned, the parking lot we currently have is seven spots, one of them is handicap. We cannot expand that. We already got a variance, or previous variance to have the parking lot where it is. As Vanessa said, we're looking and starting to look at potentially having, off of Oakland there is a drive that's not a park, maybe, depending on green space allowance. We're certainly gonna look into that. But like she said at this time we can't do that right now. And the parking lot has been redone since that picture, and the sidewalks.
- May I add something?
- One second. Did you have something you wanted to ask?
- No, no.

- Okay, any questions of members here?

- I just had one answer that I heard Vanessa. She had asked me about, or had asked the question about street right of way. In the situation like this from the back of a walk, so your property's to the left, so anything from the back walk into the street and then all the way to the end this side to the back walk, that's considered street right of way.

- That's what I thought. I just wanted to confirm.

- Yeah.

- Thank you.

- What we're talking about a compromise, could we toss that out to see if it sounds good to them? So what if we moved the--

- Before we do that, --

- Yeah, do you have anything else to add? Because that'll be your last, okay, we'll give you one last rebuttal--

- [Patricia] Oh yeah, I just wanted to mention about the snow removal. My husband has back and neck injuries. So we do have a guy, a plow guy who comes in and does the driveway. And about this domestic disturbance, this is when I had slipped in the driveway carrying groceries, and my husband did yell at me, but there was no physical domestic violence. He did not push me around.

- That's not for a meeting. Let's stop right there.

- [Patricia] Yeah, but I just wanted to mention about the snow removal that we are addressing that.

- Yeah, if you're shoveling your snow, I mean, if you're not, the city will be challenge you. Maybe it's they don't shovel early enough when your clients are coming, so maybe that's something hopefully we can work out a little compromise that works for everybody here. All right, with that let's entertain a motion to go back to regular business.

- So moved.

- So moved.

- Oh, yeah.

- Motion made and second to go back to regular business.

- Dave, did you have something?

- No, I know that there was some discussion or at least it was mentioned about you know, is there any way to move this sign. There probably is. I don't know exactly why it is where it is. It does seem like it may be a little on the long side. You could see here it looks like awhile ago this curb was actually painted yellow, so you know, there is a potential that it could be moved. And if it is indeed that two cars that we're assuming it would be, that's most likely gonna be two cars less in front of 137 North Oakland. So, you know, letting those vehicles park closer to the intersection, that is of course if they choose to, that potentially could have some sort of an improvement for Patricia.

- Okay.

- I'm just gonna throw out there as something that I would not consider would be just putting a two hour zone in front of one parcel. We don't do that. We take zones, especially when it comes down to these hourly zones, that's why it was what it was before all the way up to Hubbard Street. I just know every once in awhile sometimes people throw that one out there and I'm like, no, it just becomes an enforcement nightmare.

- So Dan and I were thinking if we can move that no parking closer to Shawano, and then paint the four feet, does that sound like it would help any?

- I think that's a starting point. But I was thinking myself that,

- See how that works?

- I don't know how many cars, I don't know, I know we're part of zoning, but I mean, other businesses, they would be zoned correctly not to have enough parking there, Dave? Not that I want to open up that can of worms.

- I don't know. I was not involved with that part of it. That's more of a sixth floor discussion. Well, I can tell you this though. The parking code has changed since they were occupying this space, and not to the point of where it would be more stringent. As a matter of fact, they've loosened up that where they don't require as much on site.

- Right, .

- So the past at one time, either that or, I have have no idea, maybe it went through the Board of Appeals at one time, maybe you didn't have enough and then they appealed it and it was successful, but even if it was brought now, since the regs have changed, there's a chance, especially if they've been grandfathered in, that were appealed, it would have snowballs. Chance of passing.

- So they'd be okay with them parking at .

- Probably. That's just a presumption, but--

- All right, I like your idea, starting there. As we say, sometimes baby steps start in the right direction. See where it goes.

- Well, it seems like the employees are parking there, so if we open two spots over here, it should be two spots less than in front of her property.

- Now, do they only park close to that driveway on those days where you have the staff meeting? Because I heard you mention nine cars. I'm presuming that's a maximum, and that's probably when that staff meeting is taking place, where there's other employees coming in. Does that sound about right, it's usually on a Monday morning?

- [Patricia] No, it's kinda hit and miss, really.

- I have spoken to the owner of Taco Burrito Mexico which is directly across the street so for that Monday morning meeting I can remind my staff that he's allowing us to park on that side of the building because the meeting's done at 10, he opens at 10.

- All right, that would be a good--

- So I'll certainly remind the staff to park. We can get four, maybe five if they get creative at parking there, but I can remind my staff for the Monday morning meeting to eventually park there across the street.
- Thank you, I was thinking that too. Have you asked him, the business.
- He actually said we could use the whole lot, but we don't need the whole lot. Four cars, that can make a big difference.
- The ultimate goal would be everybody be in harmony. You saw like your good neighbors trying to be good neighbors, and I understand your concern that you got cars in front of your house, but you are on a public street. We're gonna help you by moving the sign down and getting you yellow so you can get down your driveway, which is, a lot of people said you had to live with that.
- [Patricia] That would be great.
- All right, why don't we, do you wanna make that a motion?
- Motion to move the no parking sign closer to Shawano, I guess, as close as whatever the regulations allow.
- There must be a limit, Dave, how close that can be to that intersection I assume?
- Nothing that really says anything, but it's all gonna depend on the geometry there. I mean, I usually just look at it and it's usually gonna be three to four cars lengths, so 75 to 100 feet.
- So reasonable, person standing on a corner.
- Yeah. But these images are sometimes very difficult to judge distance.
- That's why I asked.
- So I mean, we'll do what we can for safety and things like that, but my guess is it's gonna be one to two vehicles of an improvement.
- And then does the resident have to ask for the yellow paint?
- We can do that at staff level. I mean, if you wanna make it part of the motion that's fine, it's not required. But just to get it all, I think all in one you can. And then I'll just get it on the list for spring.
- Yeah, because the resident was good with yellow paint, so add it to your motion.
- All right, and then and four feet of yellow paint on each side of the apron.
- Okay.
- Second.
- All right, motion been made. We have a second from Alder Stevens. Motion made, second, all in favor?
- Aye.
- Motion carries. We'll roll with that and if it all works out, like I said, continue to try to be good neighbors. Ask of each other, so thank you for coming.

- Thank you.
- Okay, seven and off eight. Termination here, Dave, you wanna run some of these together?
- Sure, eight, nine, and 10 there. All together these are intersection control changes needed for Rail Yard. Victoria number 11 is on it's own. Sunrise, the next 12 through 15 are all the same, so you got really kinda three groups. So yeah, so eight, nine, and 10, those definitely should be moving towards ordinance. No stopping or standing zone Victoria. That was due to a change of the school property not being there anymore. So residents asked for that to be removed. So that has been successful. And the Skyline Boulevard items. This again, this is all part of that speed study that we did, and I haven't heard anything good, bad, or ugly on this. I don't know if you have, Craig?
- Oh, nobody's said anything.
- They were all happy from what I remember, so, so I make a recommendation eight 15 en masse for approval.
- So moved.
- Motion been made, seconded?
- Second.
- All in favor?
- Aye.
- Motion carries. E, informational next meeting, Monday March 16th. Anybody know that they won't be here? It's a vacation month, March, for getaway?
- I'll be there.
- You all are taking a trip again?
- I am, but I'll be back on,
- Are you vacationing?
- I will be.
- Good for you, bad for me, but--
- Bad for me, bad for me.
- You deserve it so, whatever, have fun and enjoy. Anybody else gonna be gone in March that they know of? Nope, all right, with that, entertain a motion to adjourn.
- Motion to adjourn.
- A second please?
- Second.
- Motion made, and second. All in favor?

- Aye.
- We're adjourned.
- It's hard when two people say it at the same time.
- Yeah.
- I see your traffic enforcement must be working.