



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, APRIL 20, 2020, 4:00 PM

Virtual Meeting

Public may also view at

www.youtube.com/CityOfGreenBay

A. ZOOM MEETING INFORMATION.

I. This item contains documents which provide call in information and instructions for the Zoom meeting.

B. 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, Brighid Riordan, Brad Strouf, Stephanie Birmingham, Ray Smith, Daniel Theno

Not Voting: Matt Kuepers

Excused: None.

C. APPROVAL OF THE AGENDA.

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

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, to approve the agenda for the Monday, April 20, 2020 Traffic, Bicycle, and Pedestrian Commission meeting.

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

Motion carried.

D. APPROVAL OF MINUTES.

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

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan, to approve the minutes from the Monday, February 17, 2020 Traffic, Bicycle, and Pedestrian Commission meeting.

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

Motion carried.

E. REGULAR BUSINESS.

I. *General Business*: Report by the Police Department of the 2020 1st quarter serious injury and fatality crashes. (All Alders)

Moved by Ald. Craig Stevens, seconded by Commissioner Stephanie Birmingham, to receive and place on file the report by the Police Department of the 2020 1st quarter serious injury and fatality crashes.

Yes- Brad Strouf, Brighid Riordan, 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 add Cass Street to the heavy truck route system from Bellevue Street to East Mason Street. (Ald. Galvin – District 4)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to hold until the Monday, May 18, 2020 meeting of the Traffic, Bicycle, and Pedestrian Commission meeting the request by Ald. Galvin to add Cass Street to the heavy truck route system from Bellevue Street to East Mason Street.

Yes- Brad Strouf, Brigid Riordan, 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 the Traffic Engineer to change the permit parking zone to a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the west side of South Washington Street between Crooks Street and Stuart Street. (Ald. Scannell - District 7).

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

A. Remove the PERMIT PARKING ONLY 7 AM TO 5 PM MONDAY THROUGH FRIDAY zone on the west side of Washington Street from a point 140 feet south of Stuart Street to a point 375 feet south of Stuart Street.

B. Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Washington Street from Stuart Street to a point 140 feet south of Stuart Street.

C. Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Washington Street from a point 375 feet south of Stuart Street to Crooks Street.

D. Establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Washington Street from Stuart Street to Crooks Street.

Yes- Brad Strouf, Brigid Riordan, 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 to modify the existing NO PARKING HERE TO CORNER zone on the east side of South Maple Avenue just south of School Place. (Ald. Johnson - District 9)

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

A. Remove the NO PARKING zone on the east side of Maple Avenue from a point 30 feet south of School Place to a point 20 feet north of School Place.

B. Establish a NO PARKING zone on the east side of Maple Avenue from a point 100 feet south of School Place to a point 20 feet north of School Place.

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

Motion carried.

5. *Initial Request:* Request by Fox Harbor Pub & Grill to remove the 30-MINUTE LOADING zone on the west side of South Washington Street just south of Admiral Flatley Court and replace it with a 2-hour zone. (Ald. Scannell - District 7)

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

A. Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Washington Street from a point 260 feet north of Adams Street to a point 180 feet south of Crooks Street.

B. Remove the 30 MINUTE LOADING zone on the west side of Washington Street from a point 180 feet south of Crooks Street to a point 25 feet south of Crooks Street.

C. Establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Washington Street from a point 260 feet north of Adams Street to a point 25 feet south of Admiral Flatley Court.

D. Establish a NO PARKING zone on the west side of Washington Street from a point 25 feet south of Admiral Flatley Court to Admiral Flatley Court.

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

Motion carried.

6. *Referred Back From Study:* Consideration with possible action on the request by Ald. Wery on behalf of Uber drivers to discuss changing the customer pick-up and parking policy on Washington Street. (Ald Wery - District 8)

Moved by Commissioner Brigid Riordan, seconded by Ald. Craig Stevens, that, on a 90-day trial, to establish a NO PARKING RIDE SHARE & TAXI LOADING ONLY NIGHTLY FRIDAY THROUGH SUNDAY 6 PM TO 3 AM on the north side of Doty Street from Washington Street to a point 95 feet east of Washington Street.

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

Motion carried.

G. INFORMATIONAL.

I. *Next meeting:* Monday, May 18, 2020 at 5:30 p.m.

F. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

Moved by Commissioner Stephanie Birmingham, seconded by Commissioner Daniel Theno, to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting.

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

Motion carried.

VERBATIM MINUTES

- Okay, just a quick question, did we talk about it yesterday besides commissioners, or people in City Hall, and, Alderman Dorff, anybody from the outside world, for lack of a better way to say, Dave?

- No.

- Okay, all right. Okay, with that let's start our meeting then. Welcome everybody to the first virtual Bicycle Pedestrian Commission meeting for Monday we could connect virtually, so maybe this is a sign of the times here going forward. Anyhow, let's get ready to do a roll call first. I'll just call off everybody's name, so we have an official note of everybody who's at the meeting. Vice Chairman, Dan Theno, Daniel Theno.

- [Dan Theno] Here, here.

- Adler Craig Stevens.

- I'm here.

- Lieutenant Brad Strouf.

- Here.

- Commissioner Brighid Riordan. Okay, no Brighid, Brighid Riordan?

- Oh, can you not hear me? Can you hear me?

- Do I hear her voice?

- People could hear me? Is it my...

- We can hear you, but faintly.

- Yeah, okay I hear a faint voice and it kind of sounds like Brighid, but I'm not 100% sure.

- It's me.

- Brighid can you hear me? This is Commissioner Keupers?

- Yes, I can absolutely hear you. I will work on my audio over here.

- Okay, all right. So we're gonna mark you hear, okay. Commissioner Ray Smith.

- Here.

- And Commissioner Stephanie Birmingham.

- Here.

- Okay, sounds like we got all the commissioners and Dave's in, so quorum?

- Yes.

- Can you guys hear me better now?

- Yes, much better. Thank you Brighid.

- Yup.

- Okay, let's go to approval of the agenda. Approval of Monday April 20th 2020 Traffic Bicycle and Pedestrian Commission Meeting agenda. Do I hear a motion?

- Mr. Chairman I would move C and D.

- What's that, say that again please, Dan?

- This is Dan, I would move C and D, the agenda and the minutes.

- Oh, okay, all right, okay, gotcha.

- So I read the motion to approve items C and D, do I hear a second?

- [Members] Second.

- Okay, can we make out who the second was there then.

- Brighid.

- Brighid, okay, all right. Motion been made, second, all in favor.

- [Members] Aye.

- Motion carries. Go to item E, regular business. Under general business, report by the police department of the 2020 first quarter serious injury and fatality crashes. Brad we'll hand it off to you there.

- Thank you, I'll make this real brief. I'm pleased to report that for the first quarter of 2020 there were no fatal crashes or serious injury accidents that required any type of lead instruction investigation. We did have two crashes that resulted in the discovery of deceased drivers. However, they were both ruled by medical professionals to be a significant medical event suffered by the drivers prior to the crash. Therefore, they are not labeled as traffic fatalities in Brown County. So for this quarter there will be zero.

- Very good, that's the number we like to hear, so keep hoping that will continue.

- I agree.

- Do I hear a motion to...

- I'm gonna place on file.

- Okay, motion made, do I hear a second?

- Second.

- Motion made and second, all in favor.

- Aye.

- Aye.

- Aye.

- Sounds like a motion. It carries, thank you. Move on to two initial requests, consideration and possible action on requests from Alder Galvin to add Cass Street to the heavy truck route system from Bellevue Street to East Mason Street. Dave, you take over?

- I'll defer this over to Brad, and Alder Galvin, obviously, is not on the line with us or at this meeting, so defer to police.

- Okay.

- Dave is right, I have Officer Jerry Young with me right now, and he did the lion's share of work from the Police Department's perspective on this, working real closely with Alder Galvin. If appropriate, I'd like to have him speak on this.

- Do we need to suspend the rules for that Dave, or would he be...

- I would consider him staff, so I don't think we need to change or suspend rules.

- Okay, yeah, go ahead then Brad, that's fine.

- Okay, Jerry, go ahead.

- So you have businesses over on Bellevue Street that we had issues with on the neighbors with trucks parking or going off the truck route list. Bellevue is a truck route, maybe Stanton is the truck route. So what happens is their GPS is a self-eval, telling them to take different routes, which end up not being on the truck route. The one business is right on the corner of East Mason and Bellevue. It's named Golden Corral, so there's a lot of vehicles, semi's, that come in and unload cars and they don't have a proper place to do it. They try to go on Bellevue, they're right in the middle of traffic. What happened, they pull onto the side streets to unload to get out of the main thoroughway, and then at Cranky Pats we have delivery trucks that come up through the side streets based off their GPS to get turned around so they're on the proper side of the road, which would be facing, let me think here.

- North.

- North bound, so they go through the streets to get north bound in front of the business. Well, the reason we were thinkin' about Cass Street as making that a truck route that would give the vehicles that go to Cranky Pats they could pull up on Cass Street and do their unloading. They can continue down, it's about two block long, they could get onto East Mason Street. The same thing with the Dan Gobens, the trucks would turn on to Cass Street, they could unload their vehicles there, take 'em over to the store. They could continue down Cass Street towards East Mason. Now, Cass Street only has three residents on it, and the rest of it is businesses, which always have truck traffic on it in the first place, so they have the right to be off a truck route. So we just thought making Cass Street a truck route, that two block stretch, would give us the opportunity to have Dan Gobens and them have those trucks loop around at Cass Street, and hopefully that would help us avoid any more complaints down off of John and Louise. I think those are the two main ones are John 'cause what the trucks are doing is they're comin' off East Mason, turnin' on to John Street, comin' up Louise to get in front of Cranky Pats. So that's why we're hoping to make Cass Street a truck route that gives all the trucks for those other two businesses a place to go and unload their product and continue down the road and get right out of East Mason.

- [Dan Theno] Mr. Chairman, I would move approval of this request. It sounds very logical that this is something that we should do.

- Dave do you have any information, from Alder Galvin possibly, that we should consider?

- Yeah, there's been some discussion and I did hear back from the Alder relative to this item. There were some questions that I had via email that he responded to as well. So I guess the primary question that I really had for both police and for the Alder was about Dan Gobens 'cause at least that's where I thought this started, the issue, and Dan Gobens has a couple of dealerships. They've got one near Baird Street and one at Bellevue, and these are both along East Mason Street. So these deliveries take place and our parking division I know has been involved over some of these, I don't know probably the last year, year and half. We had made contact with them, I know police has made contact with them, and from my understanding the problem was resolved and they are able to load on Bellevue Street south out of the city if need be. When I asked the Alder relative to is Dan Gobens truck problem still a problem, the answer was no, that instance that has been discussed, so my presumption that that has been solved. With that said, we had some further discussions, and when I say we this would be Jerry and I, about some of the other destination on Cass Street. So, as he had mentioned, there are three residences, and then the rest of them are pretty much, it's all commercial. You may have some rentals down there, but you have some bars, you've got an auto repair place, you name it, it's kind of a mixed use up three blocks. Public Works actually has somewhat of a different opinion on whether or not Cass Street should be it. We've got a multitude of reasons. I'm just gonna try to quickly summarize them. Number one, heavy truck routes, in general if you look at how they were actually selected in this city, really are to provide some sort of connectivity. They basically are arterial streets, and most of 'em are multi-lane, not all of 'em, but a majority of 'em are. Number two, truck route destination streets, they're not necessarily required to be on heavy routes. I'll give two perfect examples of that. I-43 Business Center, that's all business. There's not even a single residence in there. However, the business park, none of the streets, with the exception of Ontario, which all are not on the heavy truck route system. Another one is downtown. Downtown has four truck routes, that's it. Yet, pretty much everyone down here in this core has truck traffic. The third item would be

the East Mason Street S-curve, as I call it. Adding Cass Street, the two ends, the west end is Bellevue, the East end is it comes in by where Timsan's restaurant is, and it comes in on the outside of a curve, not necessarily a bad thing. I mean that helps with sight lines, probably a little bit, but you have an S-curve, which basically kind of hides any traffic coming east bound as a motorist is looking to the left, or to the west. So if you've got a full set combination then you wanna say go north bound to west bound, that movement, the acceleration rates of trucks, are slow. And if someone's speeding coming, say from the signal at Bellevue, it potentially could be a safety issue. Not saying it would be all the time, but it doesn't seem like a safe place to be saying for truck traffic to go. Fourth point that I have is about reclaiming the history of the pavement of Cass Street. Our streets have a, there's a way of rehabbing them. So they typically will be reconstructed or new construction. They'll usually have about two overlays, and then they will be reconstructed. It's already had it's second overlay. Second overlay occurred in 2008. It's three inch asphaltic surface. Now, usually within a year or two years the pavement ratings, we have a PASER rating system. So when a roadway's brand new it's rated a 10, and a lot of our overlays within will actually go down to about a seven. And this one being a 2008, that was I think I pulled it up as a six. So we've had 12 years and it's still at a six, which actually is pretty good. Now, the next step is gonna be reconstruction. And when we reconstruct that roadway it's not gonna be a three inch surface on 12 inches 'cause that would be a typical what we would do. But if we would reconstruct it as a truck route, at minimum, it would get reconstructed as a four inch asphaltic concrete pavement over 12 inches of gravel, or it may even be concrete. So on the short end or the small end if this was added and then when we reconstruct it at today's dollars one inch additional in asphalt for the length of that roadway is gonna be about and additional \$23000. And with the wheel tax is set up the city now absorbs that cost. So this one inch of asphalt basically the city would have to come up with the \$23000. My last point is going to be Cass Street and all the Cranky Pat issue. What's happening with Cranky Pats is the trucks are typically coming in, and the ones that are violating I think the most, well actually all of them could be, they're comin' from Mason Street, they'll go south bound on John Street and then they'll turn left, they have to turn left, onto to Louise Street, it elbows there, they head east of up to Bellevue Street, they take another left to go north, and then they just go to the parking lane, park curbside and make their deliveries. So Cass Street I don't know how that would really help south of Cranky Pats issue, and from what I understand that still happens. So what I did is I went out into the field to find out if there are any no truck signs on John Street, at Mason Street. I did not find any, so at minimum what I would recommend for this request would be the installation of no truck signs on John Street at East Mason.

- Dave we have a couple comments from the police side, if that's all right?

- Absolutely.

- Okay, so number one, on Cass Street every day there's trucks going down that road, so to me that's neither here nor there 'cause there's always trucks going down there to make deliveries, so of we always have heavy trucks on that road daily. So that kind of puts that to the side. Number two, when it does come up where Cass comes out onto East Mason Street, that isn't a blind intersection 'cause I've gone, looked at it numerous times. Now, through there the beer delivery trucks, the food trucks that do go up there to the other places come to Cass Street and go on to East Mason, we have never had any crashes there from trucks pulling on it or off of it while making deliveries. So to me that's really here no there because there's constantly trucks on that road. And as far as the Cranky Pats and stuff, they're still pulling off on to the side of the road, which isn't really safe. To me, Bellevue's busy street if anybody knows how Bellevue is. It would get the trucks to be able to go on to Cass Street 'cause the parking lot for Cranky Pats is actually faces Cass Street there, so that would be safer for them to go. The same with the Dan Goblen vehicles. Yes, they can unload right there on the side

of Bellevue Street for south bound, but it's a very unsafe location. If anybody wants to go through there during main traffic time, it's just not a very safe place for that to happen. We haven't had anything bad go around there yet, but I don't know how many close calls may or may have not have happened.

- Yeah, if I could respond to a couple of those. One thing he had mentioned was about Cranky Pats and Bellevue Street may be not be an ideal place to load and unload. I just checked our street inventory and it's a 44 foot clear roadway. 44 is actually plenty wide. That's really like having, figure it, 12 foot lanes in each direction, and then two 14 foot parking lanes. Most parking lanes are gonna be 8 to 10 feet, so the width is certainly there. I don't see that as being a concern of mine. The other thing you had mentioned right away was about trucks every day on that segment of Cass Street. True, but I'll go back to probably one of my first points, which was I-43 Business Center, again, trucks every day on those streets. Downtown we have trucks every day just as well, probably more traffic though. Not necessarily certain I agree with that perspective. I mean, I agree that they're there, but I'm just, we're talking a shift of taking something not on a truck route and adding it to it. And, like I said, our bottom line is it's going to create in the future a larger cross section, or typical cross section, for us to build and it's gonna be a cost absorbed by the city.

- [Dan Thune] Let me ask this question, if I might, Mr. Chairman?

- Go ahead.

- [Dan Thune] I use that roadway quite often. If I'm gonna be going down south from my neighborhood on Bellevue, I take Cass Street as a short cut. So that there's trucks going in and out of there all the time. I see 'em there all the time. I have this question, if we have trucks constantly using it but it's not a truck route, is the police department enforcing no trucks on that particular roadway?

- Well, the answer to that is really no because at this point they aren't supposed to be using that John Louise corridor, which brings me to a point or a question I had or a point I was gonna make. Dave had mentioned putting signage up, no trucks, or not truck route. That's fine, but now we're really limiting these delivery people who are really relying a lot of times on GPS. They're not as familiar with those areas as we are in the police department. So has there ever been enforcement? Sure, most of this time, but it's come to our attentions because of complaints, which is really what brought us to where we're at today with looking to discuss and try to find the most reasonable way to give these businesses a chance to get their deliveries without ccreating issues in the neighborhoods, the Louise, John neighborhoods, or putting them in kind of a hairy situation. Bellevue Street street is wide, the speeds there are decent. I guess we could sit here and debate those points all night, but at the end of the day I'm trying to look at it from the perspective of what options are we gonna provide since they're already routinely, daily, using Cass Street. It does seem, to me at least, to make sense, so please consider making that a legitimate truck route, and I don't like the additional costs associated with the rebuild either, but in a big picture it might be worth it.

- If I could add on thing to that. Your question was about enforcement. I'm gonna more or less address the law in this case. The law in this case is that there's no violation taking place. Any one of those businesses that are taking deliveries, the truck drivers that are making these trips, are not violating the law by dropping it off and getting back over to Mason Street or Bellevue. Now, someone could argue, let's just say, that there is a drop off on, let's say, a business really close to Bellevue Street. They gotta come off of Bellevue Street, turn onto Cass Street and face East, and then the interpretation could be well they're supposed to take the shortest path back to out, which would be right behind on Bellevue. I would argue no because it actually says shortest most practicable route. It's not practical for a semi truck to try making a U-turn, but rather go ahead two blocks up to Mason Street and get on that truck route. So if any trucks that are on that that are actually making deliveries that's not an illegal activity.

- [Dan Thune] Oh, okay.

- I have a question. How many businesses are affected by this? Dan Goblen and Cranky Pats, are there any other ones that are affected by this, or is it just two businesses? And the second part of my question is do we know the trucks? I've heard there's truck going up and down it all day. Do we know the trucks are delivering to those two businesses, or maybe other business? Or is there some short cut where they're trying to get to one part of the city to the other part? They're taking, going where they shouldn't go, have we been able to ascertain that?

- I would guess Cranky Pats gets probably one delivery a week or two maximum I would think. Goblen I can't tell you how often he gets car deliveries, but I'm guessing it's not too much. I don't think we're actually gonna be drawing a lot more onto Cass Street. But the day that I was out there, like I said, Dave and I and Galvin, we've worked on this a bunch. So the day that Dave sent me, like a week or so ago, sent me an email asking questions on that, and I was actually sitting on Cass Street and I had a beer truck and a soda truck come through there and they both stopped at businesses and made deliveries. So that's all I can tell you as far as I don't believe they're using that as cut across. I'm just taking that they're going to the bars and they're going to the two mechanic shops there for the different other vehicles to make their deliveries.

- Okay yeah, I'm just trying to figure out what you said to him.

- I don't think you're gonna see really a swing of trucks on that. I mean, a couple extra deliveries, I'm just looking at a safer place for them to be able to pull off, get off the roadway, and then continue on after they make their delivery.

- So Dave your perspective is more of a cost to the city down the road, to improve that road it's gonna cost money, is that more of the engineering aspect that you're probably headed from?

- I'm not sure I understand your question Matt. Can you repeat that?

- Yeah, well, one of the things I'm hearing from you, I thought, was the initial weight on the trucks, it's gonna make the street, I mean, it costs so much to repair the street at some point down the road.

- Right.

- So is it your perspective then you're concerned with the cost that it's gonna be to the city down the road, is that your number one thing?

- Right, well, let me just put out the two scenarios for you. The first scenario is we do not add it to the truck route. So the next time this gets reconstructed, it's going to go in as three inches of asphalt on 12 inches of gravel. Now, if it was approved and it gets added it's either going to be four inches of asphalt or an extra inch of it or \$23000 additional on the same amount of gravel, 12 inches, or it potentially could become a concrete street, which is gonna be significantly more money. So that being said, like I said, the fiscal concern is probably my primary concern at this point in time. Let's just put it this way, and I think that Jerry even confirmed this, is that if we add it that we're not really attracting any additional traffic, it's not being used as a cut through or anything like that. All we're doing is saying let's put in bigger road and we still have the same amount of traffic, which I was getting to my point, or not getting, I already said my point earlier about, that the roadway is already, it's not getting that damaged. A PACER rating of six over 12 years is actually really good. So the amount of truck traffic that's on it, what we're saying is that the three inches on 12 is actually working. So the only thing I see that really comes out of this is that we're gonna get a beefier pavement structure that we don't even need that's gonna cost the city money, and the only benefit that we're gonna get here is it allows one business to be able to do loading on Cass Street, that's it. That's all I really see, and I just don't see it as being worth \$23000 to the city.

- So this is a piece.

- Dave, what about...

- I can't see.

- Go ahead Dan

- [Dan Thune] What about Dan Goben, where do they unload now if we restrict the truck traffic in the residential areas? They would have to go on Bellevue wouldn't they?

- They would have to come north bound. They would tell their delivery driver to come north bound on Bellevue, say from like the 172 area, and come up Bellevue. We've actually seen them park the wrong way, I guess you would say, so they'd be facing north bound on the west side of the street. Or they they can come in from East Mason Street, go south bound, and then park south and do the curb-side loading. And again, I mean, we're looking at Cranky Pats as a loading, 44 clear roadway width, and you got Dan Goben, who's not gonna go away. Dan's not going to unload on Cass Street, yet he is closer to a signalized intersection of the same width. We're not solving that issue. I wouldn't even call it an issue because problem with them being, they would actually unload in the neighborhood streets. Charles Street, I believe, is what it is. It's the first street to the south. But it's my understanding that that problem went away after Dave was with the owner. Correct me if I'm wrong.

- Was there somebody else that was trying to maybe talk at the same time as Dan? Someone else had something they wanted to add?

- Yeah, this is Stephanie. I was just gonna ask, so is the primary concern is that if it gets the special designation as a truck route then that triggers a greater kind of quantity or different kind of concrete when it comes to repair time versus if it doesn't have the truck route designation then there's not kind of a added cost when it comes to needing to repair the road?

- That's my primary concern, yes. And then the other one was the S-curve, and I know Jerry's not as concerned about that. And it's not like it doesn't have the proper sight distance, it does have the proper sight distance, and I don't disagree with that. The only issue I could see is that it potentially could add liability to the city by saying, "Look, now it's an official truck route, "this is an okay movement to make," and then if a crash does happen. And again, I'm not aware of any anecdotal of these truck crashes, I didn't do the research of the crash history of Mason and Cass, but if it happens it's almost like the city said, "Well, it's okay to go ahead and turn here." The only thing I could see is putting a no left turn restriction, but that kind of seems to be a little bit on the overkill side. By not encouraging it or by not saying it's on the truck route, all you're saying is it's the shortest route, and someone just ended up taking that route and if they got in a crash it's like, "Well, you were off the truck route, "you went there, you got into a crash," and the city's really not liable 'cause it's not a truck route.

- Can you limit the time that which a truck can or cannot be on a particular part of a route, or is it kind of of an all or nothing in terms of truck route?

- There are no time limits on it.

- Okay.

- So what I'm hearing, we already have trucks on the street already. Alderman Dorff are you raising your hand?

- I am raising my hand.

- Go for it.

- All right, I just am curious if Alder Galvin, in speaking with you, had a clear opinion in how he wanted to see this go, Dave.

- I guess I'm really unclear. I mean, it was his request, so I don't think that he's changed his opinion on it. It's just I've really gotten more clarification on whether or not the initial issue has gone away. To me it seems like it does. I mean, I can pull up his email and see if I can pull anything out of it what he says here.

- It comes and goes, the issue.

- Yeah, this is a different email. I'd have to look and see about that. Yeah, I mean honestly I haven't talked with him about this after I'd done a lot of thought. I mean, he's been involved in the emails, he know that I had my concern about the S-curve. That's not a mystery, he should know about that. That was always in the emails. He probably doesn't know my opinion on the additional reconstruction costs. That's something that I looked into last week, just curious to see if from our engineering staff just to find out if we are going to treat it differently in the future, and that's what the answer was.

- Dave, if it's such a issue with the whole truck route thing, I mean, can we give special privilege to Goblen to have his trucks unload there and for Cranky Pats, can we allow them to let their vehicles, I mean, if you're so set against this. I mean, just to give them permission to let their stuff there, so we make the road a little safer from the unloading and loading?

- I would be willing to entertain a discussion with both parties to talk about it because I'm not necessarily sold on just saying, "Hey, go ahead and do this," when indeed I don't know all the logistics of their business, I don't

know where they get deliveries. That was kind of the point of that last email that I was having about where these trucks are actually coming from. When I don't know that it's very hard to tell if it's regional or local traffic, and that does make a difference. I would be entertained to have a discussion with them to try to resolve this. I mean, if they were making those deliveries I look at that is you're only seeing a very small amount of truck traffic being added to that street, and it probably would not change how fast that street is wearing. So from an engineering perspective, anecdotally, I'm saying this very preliminarily, I probably wouldn't have as much concern about the loadings on the street if we allowed them to do that. I would rather try to have it resolved to see if there's other ways to go around it, but if push come to shove and that was an option I'd be willing to add it.

- So Dave you entertain that we meet a meeting with the two businesses that have been brought up here tonight and gather more fact or information from them? Is that what I'm hearing?

- I would be willing to have that discussion if asked.

- [Dan Thune] Mr. Chairman, Mr. Chairman?

- Yes.

- [Dan Thune] I'm going to withdraw my original motion and move that we put this on the agenda for the next month's meeting.

- And maybe get some input from the business and maybe Alderman Galvin?

- [Dan Thune] Yes.

- Do you wanna make a motion to that then, Dan?

- [Dan Thune] Yes.

- Second.

- Are you taking what I said as your motion then, or do you want to make a motion?

- [Dan Thune] That was my motion to put it on the agenda for next month to give a Dave an opportunity to talk to the parties and get some more input from the Alder of the area.

- Okay, do you need more input form PD, Dave? It sounds like you're working with them, Brad is already on it

- Yeah, no. If I have questions on this I certainly will keep them in the loop.

- Okay.

- Yeah, I think it's important actually for myself, the police, all to be in the loop on all this. So do I hear you, Dan you withdrew the motion, and then you created a new motion to hold one month for traffic engineer to talk to two businesses and for Alderman Galvin to get up to speed?

- [Dan Thune] Correct. Yes, that would be my motion.

- Okay, do I hear a second to Dan's motion then?

- Second.

- Motion been made and seconded. All in favor.

- [Members] Aye.

- Motion carries, let's move on then. Initial request, consideration and possible action of the request by the traffic engineer to change the permit parking zone to a two hour, 7:00 a.m. to 7:00 p.m., Monday through Friday, parking zone on the west side of South Washington Street between Crooks Street and Stuart Street.

- Yes, this has to do with the withdrawal of Johnson Bank. This has to do with Johnson Bank. They are withdrawing their on street permit parking agreement that they had with the city. They had a total of 16 stalls that they had leased from the city, and they no longer need that. Basically that agreement is terminated between our parking division and that business. So that said, something needs to go in its place, and so we just simply looked at what were the surrounding permit, or not permit, other parking zones around there. And the two hour zone is what is pretty standard. We're not close enough to a downtown to require meters in this location. So a two hour, 7:00 a.m. to 7:00 p.m., Monday through Friday zone is what we're asking for. So overall what we want to do is, A, remove the permit parking, that west side from 140 feet south of Stuart Street to a point 375 feet south of Stuart Street. And also, we're gonna be removing on Washington Street, west side, the two hour zone at Stuart from a point 140 feet south of Stuart, and then west side again, a point 375 feet south of Stuart to Crooks, and then basically starting over and going west side all the way from Stuart to Crooks, two hour. So I know it sounds kind of confusing, that's just those are the exact numbers. I just wanted to say it for the record if you so choose to support this request. I would recommendation to in on a 90 day trial.

- Okay, do I hear a motion? Anyone wanna motion Dave's suggestion?

- Motion for what Dave stated.

- Second.

- Motion and second.

- Second.

- Motion and second, all in favor.

- [Members] Aye.

- Now, is everybody having some audio issues?

- It says internet connection unstable on my end.

- Mine as well.

- Oh, it had glitched. All right, now there was a motion made and seconded, I believe, so I'm gonna say motion made and seconded, all in favor.

- [Members] Aye.

- Okay, very good. I got it, thank you. Now let's move on to four, consideration and possible action of the request by the traffic engineer to modify the existing boat parking through the corridor zone on the east side of South Maple Avenue just south of School Place.

- Yes, this request was made by our Utility Manager from our sewer section in order to provide staff, maintenance staff that is, have access to the storm lift station that exists at that corner. Routine maintenance, again, and emergency response. So that lift station's in the southeast corner of that intersection, so in essence what this allows them to do is drive up next to it and they could have a couple of vehicles there. They've actually come to me on this request because they have been there before where they've needed to have access for maintenance and during emergency response time, and just not have enough room to park all their vehicles. So they didn't see that as being safe, which is why they came to me. So on a 90 day trial I am recommending to remove the no parking zone on the east side of Maple from a point 30 feet south of School Place to a point 20 feet north of School Place, so there's also another no parking here corner north of the intersection. And then replace that with a no parking zone, instead of being 30 feet south of the intersection, it'd be 100 feet south of the intersection, and then reestablishing that northern part at 20 feet north of the intersection.

- All right, you kind of broke up several times during your citation there, Dave, but I think did everybody get the gist of what Dave was asking with that request?

- [Members] Yes.

- Okay.

- [Dan Thune] I would move approval.

- Go ahead Dan.

- [Dan Thune] I would move approval.

- Okay, I think I heard Dan say he's making a motion to approve. Is that correct Dan?

- Yes, that's correct.

- Okay.

- I'll second it.

- Okay, motion's been made and seconded, all in favor.

- [Members] Aye.

- Motion carries. Let's move on to five. Request by Fox Harbor Pub & Grill to remove the 30 minute loading zone on the west side of South Washington Street just south of Admiral Flatly Court and replace it with a two hour zone.

- Yes, this has come in from Fox Harbor staff. They had stated that some of their clientele or patrons are a little confused on why that loading zone exists. There's a 30 minute loading zone that's quite long that extends in front of that Breakthrough Fuels building, and they would like it changed to a two hour zone, which is really not any different than what we had just talked about in the item two vote, item three. These are very close, I

think, within about a block of each other. They want to have that 30 minute zone and just have that removed and add the two hour to it. So I wanted to do a little digging into this too because this came from them. And I just wanted to find out a little bit perhaps maybe because I know Breakthrough Fuel and I'm not really sure what's all happening with the shipyard and all that, but it's my understand they were moving there. Unless something else is brewing I'm gonna go under the presumption that they are moving out or have moved out and that maybe there's a potential client for that. So I contacted our Community Economic Development Director, Kevin Vonck, to find out what his thoughts were on that, if a new business would go in that building and would they potentially need to have that 30 minute loading zone. He said it seems fine to get rid of that, so we really don't see any need to have a 30 minute loading zone. It was probably there from when either the chamber was there. That's where I recall the chamber being there, and that was the use. That being said, I would support the request, and then on a 90 day trial to remove it and then to establish a two hour parking, 7:00 a.m. to 7:00 p.m., Monday through Friday zone. And the limits of that would be 25 feet south of Admiral Flatly Court to a point 260 feet north of Adams Street. Actually, and there's a second part to that, establishing a no parking any time restriction on the west side of South Washington Street from Admiral Flatly court to a point 25 feet south. What we're doing there is just actually creating basically for intersection sight distance too, so a very short no parking here to corner so that people that are pulling out of that street, of Admiral Flatly Court, so that they can look to the south or to the right, and get proper sight distance. If we didn't have that people could probably park a little closer to the intersection and make that a problem. So we're just asking for that small little zone in the city. You have 25 foot no parking here to corner and after that it would be all two hour. That's what we would recommend on the 90 day trial.

- Okay, like the last one, Dave, we didn't get everything that you were saying, but I think we understand. Remove the 30 minute load in, put two hour parking, correct, is what you're asking for?

- Yes, with the addition of a very short no parking here to corner that would go in, it's only a 25 foot no parking here to corner, and that's to preserve intersection sight distance.

- Okay. Does anybody make a motion to approve Dave's recommendation then?

- I'll make a motion to approve that recommendation.

- Second.

- Do I hear a second?

- [Dan Thune] Second.

- Was that a second?

- [Dan Thune] Second, Dan.

- Okay, second by Dan, okay, all right. Okay, motion's been made and second, all in favor.

- [Members] Aye.

- I heard one aye. Can everybody just say aye again, or yay?

- Hi.

- [Members] Aye.

- All right, okay. Motion been made and approved then. Let's move on to six. Refer back from study, consideration and possible action on request from Alderman Weary on behalf of Uber Drivers, customer pickup and parking policy on Washington Street.

- Do you want me to go with this I presume?

- We're on to six, Dave, yeah?

- Yeah, yeah, I was just wondering if you want me to lead.

- Go ahead.

- Yeah, so as many of you recall, that this was an item that was in front of the Traffic Bike and Ped Commission in 2019. The issue was that a lot of the ride share drivers would be on South Washington Street, they would be in the stopping or standing zone, which is a zone that's been in for many years and has provided the Police Department with a lot of benefits to really cleaning up that block 'cause there was some issue that they were having on there, and it was their request of which we supported and we continue to do so. So these drivers would just pull up, and in essence they were just, they'd sit there and then, I guess, as soon as they would see the cop or were warned then they would kind of get out of the area, sometimes hover, maybe go around the block, and if no one was lookin' then they'd go back there. So they're kind of defeating the whole purpose of it. Bottom line is is that there really was, sorry I got a little distraction here. Anyway, bottom line is is that we wanted to work with that community and find out if there would be a point. So obviously in that block there is no stopping or standing in place. The first suggestion that I heard was across the street on the west side there's some angled parking in that area, there's really not any bars unless you go towards the corner of Walnut Street, and that's you have one in the Bellin building, but that's about it. I didn't really support that for the simple fact of it really creates an issue of mid-block crossings. You compound that with people that have been partaking in drinking alcoholic beverages and could be potentially on the intoxicated side. I didn't really think that was a good idea to encourage a mid-block crossing by intoxicated people. That fell off of my consideration plate at least. One area that I thought was somewhat attractive was on Doty Street just east of Washington. Now that north side there are six meters, so those meters actually go out of use or they become non-operational after 6:00 p.m. for nights and weekends, so pretty much anyone can park there. That's at least hadn't been seen that during the time when these Uber drivers are coming through, people just use those as parking spots and go to the bars. So we saw that this could possibly be an opportunity for Uber drivers to use this area to stage or to pick up some of their clients, and it gets rid of the issue or the concern that I had with mid-block crossings across South Washington Street. Everyone stays on the east side of Washington. It's all they gotta do is leave the establishment that they've been at, they head left or go south until they get to the corner, and then that's right where the loading zone would start in those three metered spots that you'd see there. They don't have to cross Doty Street or anything, so the pedestrian's not even leaving any street. They stay on the side walk, they're able to do a curb-side loading with the ride sharing company, and it's all done safely. I contacted our parking division to see if they had an opinion on that. And seeing how the meters are not in operation, they're not collecting any revenue at that time, so they really didn't have an opinion on it. That it's really they're free spots, so however we wanted to or needed to regulate it they would work. That being said, I did involve these discussions. They were highly in favor of this recommendation as collaborative were supportive to the point of they, if this were approved, would go out and have some outreach with the establishment owners, the bouncers, et cetera, possibly even on social media to get the word out that that area was now the official ride sharing loading zone. I think we have a lot of support behind this. Not only we have multiple departments that are in support of it, but I think the Uber community, or the ride sharing, I think they'd be pretty much happy with anything because the little feedback that I did get back from 'em they were very positive that the city actually had a recommendation. But I didn't really hear anything more than that other than acknowledgement that they know that this was moving forward. And the Alderman that brought this forward, Alderman Weary, gave me some emails as well confirming that he thought that this was a good idea and move forward with it. So that being said, I'm hoping to get approval from the commission that on a 90 day trial that will be established no parking, ride share, and taxi loading only nightly Friday through Sunday 6:00 p.m. to 3:00 a.m. zone on the north side of Doty from Washington Street to a point 95 feet east of Washington Street.

- I'd make that motion.

- I will second that motion.

- I didn't hear the first. Was there a first from somebody? Did everybody understand what Dave is saying

- It's from Brighid.

- 'Cause you were kind of broken up going through it, Dave, so does everybody get what Dave was?

- Yeah, it's fine for me. I think that it might be your internet. I'm not having any issues.

- No, maybe it's me then, okay.

- Yeah, but I would make that motion.

- Okay, so did you make the first motion Brighid then?

- Yeah, I did.

- Was there a second?

- Alder Stevens.

- Okay, all right. Motion made and seconded, all in favor.

- [Members] Aye.

- Okay, motion carries. Information, next meeting Monday May 18th. We shall see where things are at May to determine how we go forward. I don't know if we'll have a different world we will live in next at that point, but I think overall we're pretty good. I guess just a question to all, can people hear me okay? It's maybe just my internet 'cause Dave was breaking up quite a bit in between sentences there. So did anybody else experience that or was that just me?

- It was fine for me, you're just breaking up.

- [Dan Thune] I thought you were breaking up a little bit.

- I could hear everyone okay.

- Okay.

- I can hear myself just fine.

- All right, I don't know what-- Maybe it's my internet that I'm not sure, but I think we got through the meeting. Does anybody have any questions at this point?

- No.

- Okay, if no questions, I will entertain a motion to adjourn then.

- This is Stephanie, I make a motion to adjourn the meeting.

- Do I hear a second?

- [Dan Thune] Second.

- Motion made and seconded, all in favor.

- [Members] Aye.

- We are adjourned. Thank you for everybody being here tonight, and we've had different circumstances.