



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, MAY 18, 2020, 4:00 PM

Note the time change: meeting begins at 4:00 p.m. CST.

**Virtual Meeting
Public may 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: Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

Not Voting: Matt Kuepers

Absent: Brigid Riordan, Stephanie Birmingham

Excused: None

C. APPROVAL OF THE AGENDA.

I. Approval of the Monday, May 18, 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, May 18, 2020 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

D. APPROVAL OF MINUTES.

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

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

E. REGULAR BUSINESS.

I. *General Business*: Consideration with possible action on the request by the Traffic Engineer to move the time of all regularly scheduled monthly Traffic, Bicycle, & Pedestrian Commission meetings for the foreseeable future due to the limitation that the City can only live-stream one meeting at a

time. (All Alders)

Moved by Commissioner Ray Smith, seconded by Ald. Craig Stevens, to approve as amended the request by the Traffic Engineer to move the time of the June 15, 2020 and July 20, 2020 scheduled monthly Traffic, Bicycle, and Pedestrian Commission meetings to a start time of 4:00 p.m.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

2. *Initial Request:* Consideration with possible action on the request by Ald. Galvin to remove parking restrictions in the 600 block of South Irwin Avenue and the 1200 block of Cass Street that apply to the former St. Mary of the Angels Catholic School. (Ald. Galvin – District 4).

Moved by Ald. Craig Stevens, seconded by Commissioner Ray Smith, to hold until the Monday, June 15, 2020 meeting of the Traffic, Bicycle, and Pedestrian Commission the request by Ald. Galvin to remove parking restrictions in the 600 block of South Irwin Avenue and the 1200 block of Cass Street that apply to the former St. Mary of the Angels Catholic School.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

3. *Postponed from Prior Meeting:* 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 Ald. Craig Stevens, seconded by Commissioner Ray Smith, to receive and place on file 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, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

4. *Termination of 90-Day Trial Period:* Remove the NO PARKING 15-MINUTE LOADING zone on the south side of Porlier Street from a point 86 feet west of Jackson Street to a point 20 feet west of Jackson Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to remove the NO

PARKING 15-MINUTE LOADING zone on the south side of Porlier Street from a point 86 feet west of Jackson Street to a point 20 feet west of Jackson Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

5. *Termination of 90-Day Trial Period:* Remove the NO PARKING 15-MINUTE LOADING zone on the west side of Jackson Street from a point 108 feet south of Porlier Street to a point 20 feet south of Porlier Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to remove the NO PARKING 15-MINUTE LOADING zone on the west side of Jackson Street from a point 108 feet south of Porlier Street to a point 20 feet south of Porlier Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

6. *Termination of 90-Day Trial Period:* Remove the NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the west side of Jackson Street from a point 20 feet south of Porlier Street to Emilie Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to remove the NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the west side of Jackson Street from a point 20 feet south of Porlier Street to Emilie Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

7. *Termination of 90-Day Trial Period:* Remove the NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the south side of Porlier Street from a point 130 feet east of Monroe Avenue to a point 103 feet west of Van Buren Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to remove the NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the south side of Porlier Street from a point 130 feet east of Monroe Avenue to a point 103 feet west of Van Buren Street.

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

Motion carried.

8. *Termination of 90-Day Trial Period:* Establish a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the south side of Porlier Street from a point 130 feet east of Monroe Avenue to a point 86 feet west of Jackson Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the south side of Porlier Street from a point 130 feet east of Monroe Avenue to a point 86 feet west of Jackson Street.

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

Motion carried.

9. *Termination of 90-Day Trial Period:* Establish a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the south side of Porlier Street from Jackson Street to a point 103 feet west of Van Buren Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the south side of Porlier Street from Jackson Street to a point 103 feet west of Van Buren Street.

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

Motion carried.

10. *Termination of 90-Day Trial Period:* Establish a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the west side of Jackson Street from Emilie Street to a point 108 feet south of Porlier Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the west side of Jackson Street from Emilie Street to a point 108 feet south of Porlier Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

11. *Termination of 90-Day Trial Period:* Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Roosevelt Street from Grignon Street to Emilie Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Roosevelt Street from Grignon Street to Emilie Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

12. *Termination of 90-Day Trial Period:* Establish a NO PARKING zone on the west side of Adams Street from a point 100 feet south of Cass Street to Washington Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance a NO PARKING zone on the west side of Adams Street from a point 100 feet south of Cass Street to Washington Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

13. *Termination of 90-Day Trial Period:* Remove the NO PARKING zone on both sides of Weise Street from Leo Frigo Way to Van Buren Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to remove the NO PARKING zone on both sides of Weise Street from Leo Frigo Way to Van Buren Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

14. *Termination of 90-Day Trial Period:* Establish a NO PARKING zone on both sides of Weise Street from Quincy Street to Leo Frigo Way.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance a NO PARKING zone on both sides of Weise Street from Quincy Street to Leo Frigo Way.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

15. *Termination of 90-Day Trial Period:* Remove the NO PARKING zone on both sides of Eastman Avenue from Quincy Street to Webster Avenue.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to remove the NO PARKING zone on both sides of Eastman Avenue from Quincy Street to Webster Avenue.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

16. *Termination of 90-Day Trial Period:* Establish a NO PARKING zone on the south side of westbound Eastman Avenue and north side of eastbound Eastman Avenue from Quincy Street to Webster Avenue.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance a NO PARKING zone on the south side of westbound Eastman Avenue and north side of eastbound Eastman Avenue from Quincy Street to Webster Avenue.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

17. *Termination of 90-Day Trial Period:* 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to 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.

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

Motion carried.

18. Termination of 90-Day Trial Period: 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to 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.

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

Motion carried.

19. Termination of 90-Day Trial Period: 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to 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.

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

Motion carried.

20. Termination of 90-Day Trial Period: 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance 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.

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

Motion carried.

21. *Termination of 90-Day Trial Period:* 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance 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.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

22. *Termination of 90-Day Trial Period:* 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.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance 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, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

23. *Termination of 90-Day Trial Period:* Remove the NO PARKING zone on the west side of Oakland Avenue from Shawano Avenue to a point 58 feet north of Shawano Avenue.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to remove the NO PARKING zone on the west side of Oakland Avenue from Shawano Avenue to a point 58 feet north of Shawano Avenue.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

24. *Termination of 90-Day Trial Period:* Establish a NO PARKING zone on the west side of Oakland Avenue from Shawano Avenue to a point 110 feet north of Shawano Avenue.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to establish and adopt by ordinance a NO PARKING zone on the west side of Oakland Avenue from Shawano Avenue to a point 110 feet north of Shawano Avenue.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

25. *Termination of 90-Day Trial Period:* Paint the driveway apron curb yellow at 137 N Oakland Avenue.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to paint the driveway apron curb yellow at 137 N Oakland Avenue.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

F. INFORMATIONAL.

I. Next Meeting: Monday, June 15, 2020.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

Moved by Commissioner Ray Smith, seconded by Ald. Craig Stevens, to adjourn the May 18, 2020 meeting of the Traffic, Bicycle, and Pedestrian Commission.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith

No- None, Abstain- None

Motion carried.

VERBATIM MINUTES

- Let's call to order the meeting of the Green Bay Traffic, Bicycle and Pedestrian Commission on Monday May 18 2020, 12 P.m here Monday afternoon. So we'll move on to item A, Zoom meeting information. I think everybody's probably got the information, everyone has documents which might call it information structured for zoom meeting. So I notice people can also view it at YouTube at some point, right Dave?

- We're actually livestreaming right now.

- Oh, you livestreaming YouTube? Okay, all right. Okay, good deal. Let's have a roll call of members then. Member chairperson Matt Kuepers here. Vice Chairman Dan Theno.

- Here.

- Okay, if you're here Alderman Craig Stevens

- Here. Alderman Brad Strouf.

- I'm here.

- Bridget Riordan. Ray Smith.

- Here.

- Stephanie Birmingham. Okay, I think they're probably absent at this point, let's say come to the meeting, then we have Alderman Galvin on too, Dave Hansen, Dave.

- I believe so just crack the record, you said Alderman Strouf, it's actually lieutenant Strouf.

- Oh, dead bird, I'm trying to give me another title Brad. Sorry about that .

- I wear a lot of hats.

- Okay, thank you for the correction. Let's go to item C, the approval of the agenda.

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

- Okay. Motion's been made do I hear a second? Second.

- Second.

- Okay, motion made and Seconded, all in favor? Aye.

- Aye. Aye.

- Motion carries. Okay, let's move on to item one on the general business then. Consideration with possible action the request by the Traffic Engineer to move the time of all regularly scheduled traffic, bicycle and pedestrian commission meetings for the foreseeable future due to the limitations that the city can only livestream one meeting at a time. So Dave, you and I talked about, I'll start out here and everybody can say what they wanna decide. Normally I do work till five o'clock, so I'm playing hooky from work for an hour here, which isn't the end of the world, I'm okay being away work for an hour. So short term I think I'm okay with the four o'clock but I don't know, who knows when we're gonna go back to the real world at some point? I

don't know, it might be two or three months or maybe next year. So I do have a concern of having a four o'clock meeting, Although I can, I think I could make it. I guess I'm curious to know what the rest of the commissioners and the others think and Brad their timing for the meeting But that's my take, it does cut into my work time but let's see where it goes and what everybody else thinks about moving the meeting to four o'clock. Just let me ask you Dave, one thing, are you thinking this is just a temporary four o'clock, why this world we're living in right now or do you foresee it as a forever type thing?

- No I see this as temporary. The only reason I put this on there is because there are multiple committees and commissions that meet at the same time, on third Monday of the month. And because of the limitations that we have with that, we're forced to move and shift these meetings' start times around to accommodate the livestream. So I'm really looking at this and really threw that out there just as a temporary measure. And I think as soon as we are off of the requirement of the livestream, 'cause once we do get back to normal, I do not believe we will be livestreaming. Shelly maybe if you're still there, if you can chime in, is that the case?

- [Shelly] I do not know the specifics on it. I assume that once City Hall is open for the public to attend meetings, we would stop livestreaming. But we can confirm with the law department on that.

- Okay, all right. Yeah, mine is really tied to that, what's going on behind this request. I have no problems moving it up to 4:00 P.m, I have no issues keeping it at 5:30. Some of the issue that we've had is that I believe it was either Plan Commission or Board of Appeals and they send out these public hearing notices they've been sending them out very early. And when this comes up, the response has been that it's difficult for them to move their meeting because they've already sent out notices to the public. So we end up getting moved, not the end of the world, it's not a big deal but in response to some of that discussion just said we should really come up with something semi-permanent or I guess just temporary as you could just say until this is all over. But my intention was just to come up with an agreed upon time that works for most everybody. And once we are off the livestream, we go back to normal meeting in person and we go back to our 5:30 time.

- Okay, all right. Does any other commissioners wanna give their thoughts on a temporary basis? Maybe if this time doesn't work, what may be a better time for somebody else?

- Yeah, this is fine with me, it doesn't matter either way.

- This is Dan, it's fine with me.

- Okay.

- I'm fine with it as well, this works for me fine.

- All right.

- The time is good for me.

- Who was the last one? I didn't catch the voice.

- Any time

- All right, so everybody's in the meeting right now is probably good with four o'clock then Dave. So, I mean, I said I can do it, I think for a few months I don't have any problem with that. So we wanna move, I don't know if you wanna do a month by month thing now, do we need to have a concrete we're gonna do for one month, two months or three months, Dave or--

- I wouldn't say... I would say we handle it similar to how the city has been handling a lot of the other things or I should just really say, a lot of agencies in general, where they put a timeframe on it. And seeing how you've weighed in probably the most, depending on what may work and everyone else is flexible, I'd say why don't we have a motion to the matter or to change the June and July meetings to 4:00 P.m and then I guess that's all we'd really have to say, 'cause then it just resumes back after that. So I'd say probably for the next two months, at least, that's what my gut is telling me at this point. I may be wrong, I may find out more information, as this week goes on to my understanding that we're gonna get an update on Wednesday on what the mayor's plan is to move forward, at least when it comes down to operations here at City Hall. So, I may have more information, but with what we have today, I think the general plan meetings move to 4:00 P.m would probably be a good motion.

- All right, I agree. If somebody wants to make that motion then.

- I'll make a motion that we move to June and July meetings to 4:00 p.m on the third Monday of every month.

- Okay, motion's been made, do I hear a second?

- Second.

- Motion made and second, all in favor? Aye.

- I agree.

- Okay, motion carries. Let's move on to item two, initial request, consideration possible action request by Alderman Galvin to remove parking restrictions in the 600 block of South Urban Avenue, and the 1200 block of Cass Street that apply to the Mercy of the Angels Catholic school, Okay, Dave. Okay. Sure, maybe I'll just defer this to Bill since Bill is on.

- Okay, that's fine.

- I know you put the request and I do have some information on it. But Bill, do you want to add something?

- This is the St. Mary's staff. The Bellin hospital has rented their entire parking lot so they have no room in the parking lot to park their vehicles, the staff that are still working for St. Mary's. And what they'd like us to consider doing is removing the no parking on Irwin Street in front of their school. And then on the other side, on Cass Street, there's either four hour parking or no parking at all because of the buses that you used to arrive and the amount of students that were in and out of school. So they'd like it to be removed in front of the school, and then on Cass Street on the side, they'd like us to consider either removing the bus parking, or the no standing or stopping sign on the north side of the street, or change the four hour only parking on the south side of the street to no parking restriction at all so that their staff can park there.

- Okay. Well, I think maybe what I'll do is just describe what we have for existing parking zones. You've already hit on some of that Alder Galvin. So let's take Cass Street first, that's gonna be the... I guess, well, the building exists on the corner so it's actually on the northwest corner of the intersection of Cass and Irwin. So the north side of Cass Street next to the building up to the corner, there's a short no stopping or standing zone. That zone or really to keep that intersection open, to keep it safely operating, with the school there, obviously you have crosswalks, you wanna keep that open. So I think the no stopping or standing is there for more than just school operations, there's church obviously on Sunday and there's pedestrians walking to and from church as well. So I wouldn't recommend removing, the no stopping or standing and it's relatively short, I don't really think you're going to get much at any form. Now, on the north side, continuing further to the west, you have a no parking zone. That again, is consistent in what you have throughout Cass Street. It is a narrow street, it's only about 28 feet in width, which is why on the other side now, on the south side, we have that four hour parking seven to seven, Monday through Friday zone. So I think if anything happens on Cass Street would be similar to what the Alder is requesting, which would be to remove the four hour seven to seven, Monday

through Friday. So if that's the request, I don't think that, you're not gonna get any friction from our end on that. But I certainly would not recommend any changes to the north side of Cass Street. Going over to Irwin Street, the church side, on the opposite side, there's a large disabled parking area or segment, in the north of that you have, of course seven to seven, Monday through Friday and then up to the signal, no parking zone. I'm presuming that's really not under evaluation or scrutiny, but more or less of the west side next to the school. So starting from the intersection of Cass and moving north, there is a two hour parking Saturday and Sunday in front of the school up until about that second building, and then you have a no parking Monday to Friday zone all the way up to just south of Mason Street where it becomes no parking and that's just to clear up the intersection. So, I guess getting to the initial reason for the request, it sounds like there's Bellin parkers in the parking lot of the church facility or the school facility, I should say, and the remaining parkers from the school want to park on the street. There's really nothing right now that prohibits them from parking right in front of the school itself 'cause as it's marked a two hour parking Saturday to Sunday, there is no restriction. So to be quite honest, I don't know how many spots they're looking for, Bill, but from what I see, you've got plenty of space. I mean, I'm just counting some of the cars in here, I wouldn't doubt it if you'd be able to fit a dozen cars in that area currently that has no restriction.

- Right, I don't think they have a ton, there's not that many, but so you think just by changing Cass Street on the south side would handle it along with Irwin Street"

- Well, let me ask you this, removing the four hour is going to obviously have an effect on the residents and I do remember when that four hour zone was changed and there was some little bit of back and forth, I think that was prior to you, Bill. I don't know I just remember Ald. Theisen bringing up a lot of these back in a day, but--

- Was that hospital, was the concern in the hospital corridor parking issue?

- No, no. I mean, I think that's what it was, is that at one time it was but as their parking facilities expanded there wasn't as much of an issue on the street which is why they relaxed it. 'Cause I think it used to be a two hour zone we didn't even have four hour zones when I arrived here, 14 plus years ago. I'd say maybe 10 years ago is when we first opened up that chapter.

- Brilliant.

- I guess what I would probably look at is what is the offset of St. Mary's parkers and I'd say if the number is a dozen or less, I don't think you really need to do anything, they can all park on the west side of Irwin Street just north of Cass Street and they can legally do so today.

- I thought there was some restriction on the north side. I mean, on Irwin street you're talking directly in front of the school on the west side of the street? Correct, correct.

- I thought there are some restrictions there.

- There used to be, a couple of years ago, as you know, this has changed hands multiple times, over five years. I mean, I think this is the third time this has come up in probably four or five years. This area has changed and I do remember the last time and I did confirm it in the field. I looked at pictures and everything and I actually have it here in the little diagram that I crafted up that it technically is available for...onstreet. I'll be honest with you, there was really no good way to sign it 'cause there's so many things because of the church. The church wanted to have certain things on both sides of the street which we accommodated and then the school wanted to another thing. So that's why we have a difference, we've got this Monday through Friday, we got two-hour seven to seven, Monday through Friday there and that's the north area. Remember that whole area is two-hour parking Saturday and Sunday, that's it. Other than that there is no restriction. There is a double zone, as I'll call it, but that's probably 200 feet north of the intersection towards that middle segment, if you'd split that block between Mason, Cass into thirds, you got that top third is no parking, as you approach Mason Street, that middle section on the west side, actually, like I said, it has two but during the weekday, it's two-hour parking Saturday and Sunday so not applicable during Monday through Friday and then no partying Monday through Friday, but that's just that middle segment. Okay.

- But then that drops. I verified that with arrows on the signs and everything.

- All right, I'll call the employee that was talking to me and see how many vehicles are talking about 'cause you said it could handle a dozen?

- Yeah, roughly, yeah. I mean, there's really no driveways, that's the nice thing. It's usually when you start adding driveways, you lose a lot of spots, but you have a driveway that's North that goes to that first house north of the compound, there's a couple of carriage walks but those are driveways so you can park in front of those if you want. So I see plenty of parking that's available for them right now.

- All right, I'll talk to him and see exactly how many vehicles we're talking about. So I suppose we'll just hold it till the next meeting and I'll let you know by then.

- Yeah, we can either hold it or I mean, if you think they're gonna need more, I mean, if that's the problem.

- That's what I wanna make sure before we receive and place on file or whatever and then I gotta do another.
- Sure.
- Let me get it back on your agenda. Let's just hold it till next meeting and we'll see what happens.
- Sounds good.
- All right, do I hear a motion to postpone for a month in this item?
- I Make a motion to postpone until next month.
- Motion made, do I hear a second?
- Second?
- Second, all in favor?
- Aye.
- Motion carries item three postponed to prior meeting. Consideration with possible action request by Alderman Galvin to add Cass Street... from Bellevue Street to East Mason Street. I'd like one of you gentlemen start that?
- Yeah, let me just start out with... I forwarded this, this has been an issue, it started out with Dan Gobin car sales on Mason and Bellevue. And his company contracted with the pickup or drop off cars was parking on the side street because they didn't wanna block Bellevue Street, just south of Mason Street. The traffic enforcement officers had a conversation with him and there hasn't been an issue since then, whenever vehicles

are picked up or dropped off, they parked in one of the lanes on Bellevue Street, take half hour or an hour the vehicles are gone, no harm no foul. So the second complaint that came in was Cranky Pat's Pizza and the delivery truck for Cranky Pat, they contract with people to deliver food and services and the main contractor seems to be getting new drivers every once in a while. Their new drivers for whatever reason, enroute to Cranky Pat's would drive into residential streets surrounding that site. I think I've contacted traffic enforcement three times and made contact with the owner of the company, each time they've given them a verbal warning, and it stopped until they get a new driver. Traffic enforcement officer involved with this thought maybe if we changed Cass Street to a truck route that would alleviate the problem. But making Cass Street a truck route doesn't help, every time they get a new driver if they don't inform the new driver what streets to drive on. And again, I think it doesn't matter if Cass Street is a truck route or not. Every time they get a new driver who hasn't been trained properly, they're gonna drive on residential streets, which has nothing to do with Cass Street. It's the residential streets, south and east of Cranky Pat's. In addition, after talking to Dave, there's several businesses along that Cass Street that either pickup or drop off materials related to their business and this has been ongoing for the existence of Cass Street and those businesses there and there's never been a problem with those vehicles. My concern with making that a truck route is one, it doesn't solve the problem. I think it needs to be at some point maybe a citation, like get the attention of the owner so it doesn't occur anymore in the future. And my other concern is that with Cass Street as a truck route, that means large semi and if you understand that, where Cass Street meets Mason Street, the engineers designed a curve there. And I see nothing but problems with a large sized semi either trying to turn onto Cass Street from Mason, or off of Cass street onto Mason especially with the amount of traffic and the speeds that are involved there. So although I put this out there to gather this information, I'm not in favor of turning Cass Street into a truck route.

- Okay, Dave, you want to chime in? You had some stuff from last month's meeting.

- Right.

- The city did not really wanna do it either from the city's department, didn't wanna do it either, correct?

- Correct, correct. I don't know if really need to rehash any of that information. But I think what else do is just, you had asked, I mean, there were some questions about contacting some of these property owners just to get an update and find out if there's some solution to work out and whatnot. And the two that were identified were Cranky Pat's and Dan Gobin. I was successful in contacting both owners and have discussions with them, and so I'll just start with Cranky Pat's. The contact was very favorable, Paul is the owner he's very nice gentleman and seemed very receptive to the discussion. He did say that most of the deliveries are made on Bellevue Street though, that that's what he sees, and that a majority of them have been and continue to be on Bellevue Street, no violation. No concerns there. He said sometimes beer trucks will make delivery to his business and nearby bars on Cass Street with early morning deliveries. And then some of them are made from his parking lot, so what he was really saying is that they may turn down on Cass Street, because, like Bill was saying, there are other establishments that are along that street that are taking deliveries. So you might have a beer truck that turns onto Cass Street, say from Bellevue, faces East, might be in the south side of the street and might go say like maybe a parcel down, you might get out and start delivering to two or three different businesses around there, get back in his truck and leave. That's what I interpreted out of the discussion. And with that knowledge, there really is no violation of any ordinance at all. Because our ordinance allows for

heavy trucks to deviate from the truck route to shortest and most practical route. so I didn't see an issue with that, I mean, that happens all over the place. I think I mentioned at the last meeting, our downtown as a prime example. We only have, I think, two or three streets that are identified in our whole downtown yet we get deliveries on probably almost every block. So I really don't see how this is really any different than that. Moving onto Dan Gobin I was able to talk to one of his associates and then he ended up walking in and then I took the phone call and spoke with him for some time. He did say that the truck transport drivers are instructed to load and unload on Bellevue. When I say they're instructed, these are contracted people so they don't directly work for him. So they may take delivery say from, Dan might be buying cars from Ohio or someplace and they come into town, they drop off. He says that most of them have one to three car haulers which probably when you would actually total up the weight, they may not even exceed the truck route ordinance which is 10,000 pounds. I don't know, but I know that, I personally have had a car delivered, I bought a car once and had it delivered on a one car hauler and certainly wasn't over 10,000, at least I don't think so. But he did say one to three car haulers are the majority. And that on occasion he gets nine car haulers and he doesn't instruct them to make their loading or unloading activities on Bellevue Street. So I think that, and talking to Bill over the months, it sounds like the stories are the same, that the activity happened, there was some discussion that happened and he did during the conversation confirm that he's talked with with Bill as well. So yeah, things sound like they're working out fine in that department as well. So, yeah, just real quickly, I guess I will just route back to what I had said last time, the heavy truck routes, we like them to have connectivity and provide connectivity, but there is connectivity that's nearby and all this does is really provide a cut through. And we also talked about what we're seeing on some of these delivery trucks, are really not in violation of the law, so again, there's nothing illegal per se happening on a lot of these deliveries. Bill had mentioned about the S curve, as I call it, at East Mason Street and you heard me at the last meeting, I do have issues with that. Seeing how if you have those heavier truck trying to go northbound to westbound and they say there's a speeding vehicle eastbound on East Mason street, and given that curve, and it's almost close to the intersection, I think that could produce some issues and not that it may not happen, I mean, it may happen today, I don't know. But I think if we encourage the activity by putting it on the truck route that potentially could put the city in some liability. Lastly, would be the repair of the construction I had mentioned last time that if it goes into the truck route system, it's gonna get a thicker pavement, that perhaps maybe with concrete, if it just goes with a thicker asphalt, our estimation at today's current prices so the future could be a higher number would be roughly 23,000. And given the wheel tax now in place, this is basically gonna be a cost that gets basically charged to public works. So this is something that we would have to add to our budget in order to come up with the shortfall there. So with that, Public Works our opinion has not changed on this item and they would look for the item either denied or received and placed on file.

- So saying, just keep the way it is then?

- Correct.

- All right, receive and place, do I hear and entertain a motion to receive and place on file then?

- Motion to receive and place on file.

- Second.

- Second.

- All in favor?

- Aye.

- Okay, motion carries. Move on to acquire through determination here tonight, Dave, you wanna lump sum up together and put some numbers together and--

- Sure, I can do that. Items four through 10 were all related to that area over by the guy, he's a chef, TV chef and he moved into this place, and I was looking to get rid of the 15 minute loading zone. So there was two different loading zones that were removed successfully, and are working out. I know, Bill that's your area and district, I don't know if you've heard anything,

- No complaints whatsoever.

- Okay. So 4 through 10 certainly I would adopt by ordinance, I think we're gonna be able to take all these together, but I just want to group them together and then we'll make one recommendation. Number 11, The Roosevelt Street, Grignon to Emilie, removing of the two hour again, that's okay. No parking west side of Adams Street to a point 100 feet south of Cass Street that one was associated to Johnson Bank getting rid of their on-street permit parking because permit parking is basically done by contract, that's why it's not in here. And basically what we're doing is filling the gap and just putting the no parking. Well, this is that no parking here corner zone, this is the beginning of it. So that would be what we did there. Termination on Weise Street Leo Frigo. Oh, this one is related to Project Wolf Pack. This is where Miron Construction had asked for parking restrictions basically to get compliance by their employees to use their busing system. There we're just looking at it from a safety perspective trying to minimize the number of employees that were crossing the North Quincy Street the Project Wolf Pack construction site. So that item number 13 and 14 are all relative to that. Item 15 would be the Eastman Avenue Quincy to Webster, and so is 16 as well, these two are related. This is the one where Alder Lefebvre had residents that were concerned about truck traffic on Eastman and they wanted to add on street parking to somewhat deter that issue from occurring. I know there's been some ancillary discussions that went with that and I know Brad was involved with relative to some of the instructions that were being given by the guard shack as well. So I think we're approaching this from a multi faceted way but this parking is certainly working. And I actually talked with Alder Lefebvre today and she said that they're very happy with that, so that's working. 17 would be Kellogg Street, 18, Broadway, 19, 20, 21, 22, those are all related to the Rail Yard and basically cutting through Kellogg Street and its intersection to

Broadway. It's official connection, I should say, and a connection into the Rail Yard. So all of those were some parking restrictions that we had to change based on the change in infrastructure. 23, 24 and 25 are related. This is for that counseling business where there was a resident that was concerned about all the employees parking on the street, so we ended up extending that by shortening up. I shouldn't say that no parking here in a corner zone to let those employees, give them a couple more spots so they weren't parking in front of residential properties. And that's worked out great, haven't heard anything back from them. And then that last one was simply to paint curb yellow by that resident's property just so that they were having issues with getting mail and garbage pickup and all that stuff. So I will make a recommendation for items 4 through 25 to all be accepted and adopted by ordinance

- Dave, if I could real quick, I got a question about the one on Adams Street, I think it's number 12. To establish an old parking zone on the west side of Adams Street, isn't that in front of the water department? Yes, yes, yes.

- I think that's because of the trail being closed. And I think once the trail is reconnected, and I'm not sure where that is on the planning stages, but once that trail is reconnected to the trail, I think we could change that again and allow parking there one more time.

- Yes, yeah. This is always our interpretation of this is more of a temporary measure and that temporary, I mean, could be like a year until that trail is reconnected. But yes, I misspoke, I apologize on 12. I was talking about Johnson Bank, but really this was due to the construction site over there and because we lost that sidewalk in that area and the trail.

- Okay, thanks.

- Yeah, thank you for the clarification. My recommendations are the same though.

- All right, do we have a motion for Dave's recommendation for 4 through 25 then?

- So moved.

- Motion made, do I hear hear a second.

- Second.

- Motion made, all in favor?

- Aye.

- Carries, let's move on to the end of the last informational next meeting Monday, June 15 2020. So, anybody know that they might not be available next month? If not, let us know. And with that, does anybody else has any other topics? I know we can bring up topics what else to say I guess tonight, if not I'll entertain a motion to adjourn the meeting tonight.

- Motion to adjourn.

- Second.

- Second.

- Motion made and seconded, we are adjourned then. Everybody stay safe.