

**AGENDA**  
**PUBLIC SAFETY & WELFARE COMMITTEE MEETING**  
**Kenosha Municipal Building - Room 204**  
**Monday, January 27, 2014 - 5:00 pm**

<b>Chairman:</b>	<b>Rocco J. LaMacchia, Sr</b>	<b>Vice Chairman:</b>	<b>Chris Schwartz</b>
<b>Aldersperson:</b>	<b>Anthony Kennedy</b>	<b>Aldersperson:</b>	<b>Michael J. Orth</b>
<b>Aldersperson:</b>	<b>Kevin E. Mathewson</b>		

**Call to Order**  
**Roll Call**

Approval of the minutes of the meeting held on January 13, 2014.

1. Approval of the Emergency Vehicle Preemption Agreements between the City and the Wisconsin Department of Transportation.
2. Aldermanic Request for a No Parking Restriction on the North Side of 57th Street from 11th Street to a distance of 40 Feet West of 11th Street. *(District 2) (Staff recommends a 90-day trial)*
3. Aldermanic Request for a No Parking Restriction on the East and West Side of 47th Avenue from 60th Street to a distance of 100 Feet North of 60th Street. *(District 11) (Staff recommends a 90-day trial)*

**CITIZEN COMMENTS/ALDERMEN COMMENTS/OTHER BUSINESS AS AUTHORIZED BY LAW**

IF YOU ARE DISABLED AND NEED ASSISTANCE, PLEASE CALL 653-4050 BEFORE THIS MEETING

NOTICE IS HEREBY GIVEN THAT A MAJORITY OF THE MEMBERS OF THE COMMON COUNCIL MAY BE PRESENT AT THE MEETING, AND ALTHOUGH THIS MAY CONSTITUTE A QUORUM OF THE COMMON COUNCIL, THE COUNCIL WILL NOT TAKE ANY ACTION AT THIS MEETING.

**PUBLIC SAFETY & WELFARE COMMITTEE**  
**Minutes of Meeting held Monday, January 13, 2014**

A meeting of the Public Safety & Welfare Committee was held on Monday, January 13, 2014 in Room 204 of the Kenosha Municipal Building. The meeting was called to order at 5:07 pm by Chairman LaMacchia.

At roll call, the following members were present: Alderpersons Schwartz, Orth, Kennedy, and Mathewson. Staff members in attendance were: Michael Lemens, Director of Public Works; Shelly Billingsley, Deputy Director of Public Works/City Engineer; Sean Von Bergen, Assistant City Engineer; Jeff Warnock, Superintendent of Park; and Deputy Police Chief Dan Miskinis.

It was moved by Alderperson Kennedy, seconded by Alderperson Mathewson, to approve the minutes from the meetings held on Monday, December 9, 2013 and January 8, 2014. Motion carried unanimously.

1. Aldermanic Request for removal "No Parking" Signs on 24th Street from 30th Avenue to approximately 250 feet east. *(District 5) (Staff recommends a 90-day trial)*  
Staff/Alderperson: Sean Von Bergen spoke.  
It was moved by Alderperson Orth, seconded by Alderperson Kennedy, to approve the trial. Motion carried unanimously.
2. Previous trial for Stop Signs at 19th Avenue and 37th Street Intersection. *(District 6) (Staff recommends approval)*  
Staff/Alderperson: Sean Von Bergen spoke.  
It was moved by Alderperson Orth, seconded by Alderperson Kennedy, to approve. Motion carried unanimously.
3. Previous trial for Stop Signs at 19th Avenue and 45th Street Intersection. *(District 6) (Staff recommends approval)*  
Staff/Alderperson: Sean Von Bergen spoke.  
It was moved by Alderperson Orth, seconded by Alderperson Kennedy, to approve. Motion carried unanimously.
4. Application of Sharon Wienke for a Towing Service License located at 6018 – 26th Avenue *(Pro Towing)*, upon surrender of a similar license at the same location from David Glasman *(Glasman Towing)*. *(3rd District)*  
It was moved by Alderperson Orth, seconded by Alderperson Kennedy, to approve. Motion carried unanimously.
5. Resolution by Alderperson Kevin Mathewson - To Require the Creation and Management of an Official City of Kenosha Facebook Page and Twitter Account. (Referred from Council on 1/8/14) (Also referred to Finance and Public Works)  
Staff/Alderperson: Dan Miskinis answered questions.  
It was moved by Alderperson Mathewson, seconded by Alderperson Orth, to approve. Motion carried unanimously.

CITIZEN COMMENTS: Kurt Wicklund spoke about the concerns regarding the intersection at 27<sup>th</sup> Avenue and 71<sup>st</sup> Street. Cliff Johnson also said that the intersection is bad.

ADJOURNMENT - There being no further business to come before the Public Safety & Welfare Committee, it was moved, seconded and unanimously carried to adjourn at 5:27 pm.



**Engineering Division**  
Shelly Billingsley  
Director of Engineering  
**Fleet Maintenance**  
Mauro Lenci  
Superintendent  
**Park Division**  
Jeff Warnock  
Superintendent

**Street Division**  
John H. Prijic  
Superintendent  
**Waste Division**  
Rocky Bednar  
Superintendent

**DEPARTMENT OF PUBLIC WORKS**

**Michael M. Lemens, P.E., Director**  
**Shelly Billingsley, P.E., Deputy Director**

Municipal Building · 625 52<sup>nd</sup> ST · RM 305 · Kenosha, WI 53140  
Telephone (262) 653-4050 · Fax (262) 653-4056

Date: January 23, 2014

To: Alderman Rocco LaMacchia, Chairman  
Public Safety and Welfare Committee

Eric Hugaard, Chairman  
Public Works Committee

From: Sean Von Bergen, P.E.  
Assistant City Engineer

Subject: ***Emergency Vehicle Pre-Emption System Agreements between the City and the Wisconsin Department of Transportation.***

**BACKGROUND INFORMATION:**

Staff is working with the Wisconsin Department of Transportation (WisDOT) to install Emergency Vehicle Pre-Emption (EVP) on all WisDOT maintained traffic signals within the Kenosha Fire Department's jurisdiction. The following WisDOT signals are being upgraded and WisDOT has approached the City and asked if we would like to add EVP to these intersections:

- I-94 South-Bound Ramps and 71<sup>st</sup> Street
- I-94 North-Bound Ramps and 71<sup>st</sup> Street
- 71<sup>st</sup> Street and 118<sup>th</sup> Avenue
- I-94 South-Bound Ramps and STH 158
- I-94 North-Bound Ramps and STH 158
- I-94 Ramps and STH 50
- STH 50 and 123<sup>rd</sup> Avenue
- STH 50 and 118<sup>th</sup> Avenue

WisDOT will install and maintain Infrared EVP equipment at all intersections and the City will install and maintain GPS EVP equipment at all intersections. Funding is available in the Capital Improvement Plan Project Number OT-09-006.

**RECOMMENDATION:**

Staff recommends approval of the Emergency Vehicle Pre-Emption System Agreements with the Wisconsin Department of Transportation and authorize the Director of Public Works to execute the agreements.



Division of Transportation  
 System Development  
 Southeast Regional Office  
 141 N.W. Barstow Street  
 P.O. Box 798  
 Waukesha, WI 53187-0798

Scott Walker, Governor  
 Mark Gottlieb, P.E., Secretary  
 Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Telephone: (262) 548-5903  
 Facsimile (FAX): (262) 548-5662

E-Mail: [waukesha.dtd@dot.wi.gov](mailto:waukesha.dtd@dot.wi.gov)

9/4/2013

CITY OF KENOSHA  
 ATTN: MR. CLEMENT ABONGWA, P.E.  
 625 52<sup>ND</sup> STREET, ROOM 305  
 KENOSHA, WI 53140

Subject: I.D. 1032-10-71 / 1032-10-72 / 1032-14-71  
 EVP Request – Kenosha County

Locations:	<u>1032-10-71</u> STH 50 & 123 <sup>rd</sup> Avenue STH 50 & I-94 Ramps STH 50 & 118 <sup>th</sup> Avenue	<u>1032-10-72</u> 71 <sup>st</sup> Street & I-94 SB Ramps 71 <sup>st</sup> Street & I-94 NB Ramps 71 <sup>st</sup> Street & 118 <sup>th</sup> Avenue	<u>1032-14-71</u> STH 158 & I-94 SB Ramps STH 158 & I-94 NB Ramps
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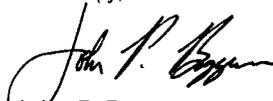
Dear Mr. Abongwa:

This letter is in response to your written request for Emergency Vehicle Pre-Emption (EVP) at the state maintained traffic signals at the above-mentioned locations. This EVP equipment will be installed as part of Project I.Ds 1032-10-71, 1032-10-72, and 1032-14-71, per your request. The costs incurred in installation and maintenance of the Infrared EVP equipment will be paid by the Department. The costs incurred in installation and maintenance of the GPS EVP equipment will be paid by the City of Kenosha. The City of Kenosha is responsible for all costs associated with the emitting devices for its authorized vehicles for both types of equipment. We have existing GPS EVP agreements on file for all intersections in projects 1032-10-71 and 1032-10-72. New agreements will include both Infrared and GPS equipment and replace all previous agreements.

Enclosed please find three copies of the Emergency Vehicle Pre-emption System Agreement for the intersection(s) stated above. Please review the agreements and, if conditions are satisfactory, sign and date all three copies and return them at your earliest convenience. One fully executed original of the agreement (per intersection) will be returned to you. For your reference, a copy of WisDOT's current EVP policies (Traffic Guidelines Manual 4-2-20) has also been included.

If there are any questions, please feel free to contact me at (262) 521-5339.

Sincerely,

  
 John P. Bruggeman  
 Signal Operations Engineer  
[john.bruggeman@dot.wi.gov](mailto:john.bruggeman@dot.wi.gov)

Enclosure(s)



## Traffic Guidelines Manual

ORIGINATOR Director, Bureau of Traffic Operations		4-2-20
CHAPTER 4	Signals	
SECTION 2	Traffic Control Signals	
SUBJECT 20	Emergency Vehicle Pre-emption	

### A. General/Purpose

The following applies to the installation and operation of Emergency Vehicle Pre-emption (EVP) systems involving traffic control signals owned and operated by the Department.

### B. Policy

#### Statutory Provisions

**347.255 Auxiliary lamps on emergency vehicles used to activate traffic control signal pre-emption devices.** (1) An authorized emergency vehicle described in s.340.01 (3)(a), (c), (g) or (l) *may* be equipped and operated with lamps designed and used solely to activate official traffic control signal pre-emption devices. (2) The lamps authorized for use under this section *may* be any color and *may* be flashing, oscillating, rotating or pulsating. (3) No operator of an authorized emergency vehicle *may* use such lamps except when responding to an emergency call, when pursuing an actual or suspected violator of the law or when responding to, but not when returning from, a fire alarm.

The above does not preclude actuation by means of devices other than lamps.

#### Eligibility

Any local governmental unit, agency, or organization having responsibility for providing emergency services is eligible to request an EVP system.

#### Request Procedure

The local unit **shall** make the request in writing to the Department. The following information *should* be included in the request:

1. Location of proposed EVP systems.

2. Location of emergency facilities (fire station, police station, etc.) where vehicles will be departing and description of the route to be provided with a pre-emption system.
3. Listing or estimate of number of vehicles to be outfitted.
4. Brand/Model of equipment being requested.

### Approval

1. The Department **shall** review each request and respond in writing to the local unit as to the approval or denial of the request.
2. The Department *may* deny any request that it deems would have an overall negative impact on the traveling public.
3. If the local agency is requesting a brand/model of EVP other than the Department standard, the request must include a discussion about compatibility with neighboring agencies along the same corridor.
4. For approved requests, an official "EVP System Agreement" **shall** be prepared and approved by the Department and the local unit. Template is included at the end of this policy. This policy **shall** be included as a supplement to the agreement. Any special terms or conditions beyond the scope of this policy **shall** be stipulated in the agreement.
5. The Department *may* allow an indicator light that is intended to confirm to the driver of an emergency vehicle that the pre-emption signal has been received. The use of this device does not preclude the need of the vehicle operator to rely on the signal indications for assigned intersection right-of-way. Requests for such EVP confirmation lights *should* be reviewed on a case-by-case basis, and are subject to the following conditions:
  - a. The Department *may* deny any request for confirmation lights that it deems would have an overall negative impact on traffic safety or operations.
  - b. EVP confirmation lights **shall** only be installed at signalized intersections where:
    - i. Signal(s) on the STH system are embedded in a locally-owned system that is also equipped with confirmation lights. This implies consideration for route continuity, or
    - ii. Multiple emergency vehicles have the potential to respond on conflicting approaches and from different points of origin. These conditions will typically exist in large urban areas where there are multiple precincts in the same municipality.
6. EVP equipment that has the ability to discriminate between individual responding vehicles **shall not** be used.

7. In the event that it comes to the attention of the Department that the pre-emption is being misused, such as by unauthorized vehicles, or that the municipality is not using or intends to abandon the system, the Department *may* notify the municipality of the situation. If the matter is not resolved and corrected the Department reserves the right to set about removing the equipment. The Department will notify the municipality in writing as to its intent and give the scheduled date of removal of the equipment indicated in item 5 below.

#### Installation/Maintenance

1. Department forces **shall** perform the installation, maintenance, modification, or removal of the EVP system equipment that is located at the traffic signal. Generally, this equipment would include the receiving device (mounted on the mast arm or signal head), the phase selector (in the control cabinet), confirmation light, and any miscellaneous cables and wiring needed to operate and power the portion of the EVP system located at the signal.
2. The local unit will be responsible for the installation of the emitting devices in authorized vehicles.
3. The Department **shall** maintain a reasonable inventory of spare parts for the Department's selected standard equipment in order to service the EVP system equipment located at the traffic signal. If the local agency is requesting equipment other than the standard equipment, the local agency **shall be responsible for maintaining and providing** a reasonable inventory. Specify which in the agreement.
4. When notified, Department forces will respond to correct suspected failures or breakdowns, or perform requested modifications in the EVP system equipment at the traffic signal.
5. Upon the Department's request, the local unit will be responsible for verifying the working status of the EVP system by performing a "field test" using an emergency vehicle equipped with an EVP emitter device. The local unit is responsible for periodically checking the EVP equipment.
6. If used, the style and type of confirmation lights on of state- and locally-owned signals within each municipality **shall** be standardized. Confirmation Lights **shall** be a LED, 120 VAC, white, directional light that fits into a PAR 38 socket.
7. In the event of a construction project, EVP service **shall** be maintained at any intersection with permanent EVP agreements. In addition, EVP equipment may be installed, if requested by a local unit, at any additional signals within the construction project itself, or on a designated detour route in the event of a road closure.

Operation/Phase Timing

1. The Department **shall** determine the phasing and timing of the pre-emption sequencing with input from the local unit. There are three key features that must be considered when determining how the pre-emption will operate:
  - a. Left turn phasing (protected, protected/permmissive, or permmissive only)
  - b. Signal head configuration for left turning movement (shared vs exclusive head)
    - i. Shared heads: include both circular indications and arrow indications (used by through and turning vehicles)
    - ii. Exclusive heads: arrow indications only (used solely by turning vehicles)
  - c. Style of pre-emption sequencing (common greens vs. exclusive greens)
    - i. Common greens: indicates opposing through phases both have a green ball. The corresponding left turn phases are permmissive only.
    - ii. Exclusive greens: indicates only one through movement and its corresponding left turn phase have the green ball/arrow.
  
2. The Department offers the following operational guidance based upon the combination of those three key features identified above:
  - a. Protected Only Left Turns
    - i. Exclusive Head
      1. **Shall** operate with exclusive greens for the safety and ease of turning of the pre-empting vehicle.
  - b. Permmissive Only Left Turns
    - i. Shared Head
      1. Common greens
        - a. *May* be used.
      2. Exclusive greens
        - a. *May* be used if an all red period is introduced or a W25-2 sign is installed.
    - ii. Exclusive Head
      - a. **Shall** operate with common greens since a green left turn arrow is not available for use with exclusive greens.
  - c. Protected/Permmissive Left Turns
    - i. Shared Head
      1. Common greens
        - a. *May* be used.
      2. Exclusive greens
        - a. *May* be used if an all red period is introduced or a W25-2 sign is installed.
    - ii. Exclusive Head
      1. Common greens
        - a. *May* be used.
      2. Exclusive greens
        - a. *May* be used.

3. Any exceptions to the guidance in item 2 above **shall** be included as part of the special terms or conditions of the agreement.
4. If used, the operation of confirmation lights on of state- and locally-owned signals **shall** be standardized such that the approach being preempted has a steady indication. Approaches with secondary calls **shall** flash. The flash rate **shall** not be between 5 and 30 flashes per second to avoid frequencies that might cause seizures.

#### Driver Training

1. The local unit **shall** be responsible for training the emergency services personnel on the proper operation of the system.
2. This training *should* provide clear understanding of these items:
  - a) The definition of an authorized emergency vehicle at the beginning of this policy.
  - b) The conditions when pre-emption *may* be used.
  - c) The use of pre-emption does not remove the responsibility of the vehicle operator from determining whether or not it is safe to enter the intersection.
  - d) The operator cannot assume that the pre-emption has gone into effect. The operator must rely on the traffic signal indication.
  - e) The proper operation of the activating device located on the vehicle.

#### Cost

1. The most common source of funding for a complete EVP system has been local funds or federal urban funds. However, EVP equipment at the traffic signal and installation may also be funded as part of an improvement project, provided it is incidental to the improvement. Please see Program Management Manual document 03-25-05 to determine the most appropriate source of funding.
2. The local municipality **shall** be responsible for all costs associated with the emitting devices for its authorized vehicles.
3. The Department **shall** be responsible for all material, equipment, labor, training, and incidental costs associated with maintaining, operating, modifying, or removing the EVP system at the traffic signal unless non-standard EVP system equipment is used. When non-standard equipment is installed, the local unit **shall** be the responsible for maintaining and supplying spare inventory to the Department.
4. Any cost associated with the continuance of service of an EVP system on temporary signals or on a temporary route during a construction project **shall** be borne by the project.

WISCONSIN DEPARTMENT OF TRANSPORTATION

Emergency Vehicle Pre-emption (EVP) System Agreement

This is a binding agreement between the Wisconsin Department of Transportation and the

\_\_\_\_\_

This agreement stipulates the terms and conditions for use of Emergency Vehicle Pre-emption (EVP) systems at the state-owned traffic control signal located at the intersection of

\_\_\_\_\_

in the \_\_\_\_\_ of \_\_\_\_\_

Description of route: \_\_\_\_\_

\_\_\_\_\_

Listing of estimated number of vehicles to be outfitted: \_\_\_\_\_

\_\_\_\_\_

Inventory of spare EVP equipment shall be provided by WisDOT/Local Agency.

The Department's Policy for Use of Emergency Vehicle Pre-emption (EVP) Systems at State-Owned Traffic Control Signals is hereby made a part of this agreement (copy attached). The following special terms or conditions also apply to this agreement:

ACCEPTED FOR THE \_\_\_\_\_

BY \_\_\_\_\_ DATE \_\_\_\_\_ Local Government

TITLE \_\_\_\_\_

APPROVED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION

BY \_\_\_\_\_ DATE \_\_\_\_\_

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STH 50 & 123<sup>rd</sup> Avenue

in the City of Kenosha and Village of Bristol

Description of route: Northbound, Southbound, Eastbound and Westbound

Listing of estimated number of vehicles to be outfitted: 32 Fire Department vehicles

**Inventory of spare Infrared EVP equipment shall be provided by WisDOT.**

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71<sup>st</sup> Street & I-94 NB Ramps

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*Emergency Vehicle Pre-emption (EVP) System Agreement*

This is a binding agreement between the Wisconsin Department of Transportation and the

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This agreement stipulates the terms and conditions for use of Emergency Vehicle Pre-emption (EVP) systems at the state-owned traffic control signal located at the intersection of

71<sup>st</sup> Street & I-94 SB Ramps

in the City of Kenosha

Description of route: Southbound, Eastbound, and Westbound

Listing of estimated number of vehicles to be outfitted: 32 Fire Department vehicles

**Inventory of spare Infrared EVP equipment shall be provided by WisDOT.**

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**ACCEPTED FOR THE**

**City of Kenosha**

Local Government

BY \_\_\_\_\_ DATE \_\_\_\_\_

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Description of route: Northbound, Southbound, Eastbound, & Westbound

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STH 158 & I-94 Northbound Ramps

in the Town of Somers

Description of route: Eastbound, Westbound, & Northbound

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in the Town of Paris

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Listing of estimated number of vehicles to be outfitted: 32 Fire Department Vehicles

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Shelly Billingsley  
Director of Engineering  
**Fleet Maintenance**  
Mauro Lenci  
Superintendent  
**Park Division**  
Jeff Warnock  
Superintendent

**Street Division**  
John H. Prijic  
Superintendent  
**Waste Division**  
Rocky Bednar  
Superintendent

## DEPARTMENT OF PUBLIC WORKS

**Michael M. Lemens, P.E., Director**  
**Shelly Billingsley, P.E., Deputy Director**

Municipal Building · 625 52<sup>nd</sup> ST · RM 305 · Kenosha, WI 53140  
Telephone (262) 653-4050 · Fax (262) 653-4056

Date: January 23, 2014

To: Alderman Rocco LaMacchia, Chairman  
Public Safety and Welfare Committee

From: Sean Von Bergen, P.E.  
Assistant City Engineer

cc: Alderman Chris Schwartz  
2nd District

Subject: ***Aldermanic Request for a No Parking Restriction on the north side of 57<sup>th</sup> Street from 11<sup>th</sup> Avenue to 40 Feet West of 11<sup>th</sup> Avenue.***

### **BACKGROUND INFORMATION:**

Alderman Schwartz is requesting for the prohibition of parking or the installation of all-way stop signs at the intersection of 57<sup>th</sup> Street and 11<sup>th</sup> Avenue. Southbound 11<sup>th</sup> Avenue is a blind stop sign where southbound traffic cannot see vehicles traveling eastbound on 57<sup>th</sup> Street.

Staff inspected the location of inquiry and the intersection is currently controlled by a southbound stop sign on 11<sup>th</sup> Avenue, which is a one-way street. There currently is a "No Parking Here to Corner" sign at the northeast corner of the intersection on 57<sup>th</sup> Street.

Section 7.03 of the City's General Ordinance lists 57<sup>th</sup> Street as a through street from 22<sup>nd</sup> Avenue to Sheridan Road, which prohibits the installation of stop signs. Vehicular volume for the major street (57<sup>th</sup> Street) had a maximum 103 vehicles per hour, which is well below 300 vehicles per hour averaged over 8 hours required for 4-way stop applications. There were 3 accidents reported at this intersection over the past 3 years, each of which was caused by failing to stop at the southbound stop sign on 57<sup>th</sup> Street.

There is a sight distance conflict at the northwest corner of 11<sup>th</sup> Avenue and 57<sup>th</sup> Street. Per Section 2.06 of the City's Zoning Ordinance: "No obstructions, such as buildings, structures, fences, parked vehicles or vegetation, which are constructed, erected, maintained or planted after November 5, 1984, shall be permitted in any District between the heights of three (3') feet and nine (9') feet above: The triangular space formed by any two existing or proposed intersecting street right-of-way lines and a line joining pints on such lines located a minimum of fifteen (15') feet from their intersection." The building located at this location pre-dates the ordinance.

As shown in Attachment 1, the property located at the northwest corner of the 57<sup>th</sup> Street and 11<sup>th</sup> Avenue intersection is located within this triangle and can prohibit traffic from seeing oncoming vehicles approaching from the northern or western legs of this intersection.

### **RECOMMENDATION:**

Staff recommends a 90-day trial for a No Parking restriction on the north side of 57<sup>th</sup> Street from 11<sup>th</sup> Avenue to 40 feet west of 11<sup>th</sup> Avenue.



### Proposed and Existing Signage 11<sup>th</sup> Avenue & 57<sup>th</sup> Street Intersection

- Existing Signage
- Proposed Signage



1 inch = 60 feet



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Date Printed: 12/10/2013



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Director of Engineering  
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Date: January 23, 2014

To: Alderman Rocco LaMacchia, Chairman  
Public Safety and Welfare Committee

From: Sean Von Bergen, P.E.  
Assistant City Engineer



1/23/2014

cc: Alderman Scott Gordon  
11<sup>th</sup> District

Subject: ***Aldermanic Request for a No Parking Restriction on the east and west side of 47<sup>th</sup> Avenue from 60<sup>th</sup> Street to 100 Feet North of 60<sup>th</sup> Street.***

### **BACKGROUND INFORMATION:**

Alderman Gordon is requesting for parking to be restricted on both sides of 47<sup>th</sup> Avenue north of 60<sup>th</sup> Street for a distance between 100 and 150 feet to aid fire trucks from Fire Station 4 as they turn onto 47<sup>th</sup> Avenue from 60<sup>th</sup> Street.

Staff inspected the location of inquiry and found 47<sup>th</sup> Avenue north of 60<sup>th</sup> Street to be 26 feet wide. 47<sup>th</sup> Avenue currently has parking restricted on its east side from 9:00 AM to 12:00 PM on Sundays.

Section 7.03 of the City's General Ordinances lists 47<sup>th</sup> Avenue as a through street from 60<sup>th</sup> Street north to the City limits. Fire trucks from Fire Station 4 use 47<sup>th</sup> Avenue frequently when responding to calls north of 60<sup>th</sup> Street in the City. As shown in Attachment 1, fire trucks turning onto 47<sup>th</sup> Avenue from eastbound 60<sup>th</sup> Street have the potential of running into conflicts with either parked vehicles or vehicles traveling southbound on 47<sup>th</sup> Avenue. Restricting parking on 47<sup>th</sup> Avenue would reduce these conflicts.

Staff recommends a 100 foot No Parking restriction on the East side of 47<sup>th</sup> Avenue and a 60 foot No Parking restriction on the West side of 47<sup>th</sup> Avenue. The parking restriction is reduced on the West side of 47<sup>th</sup> Avenue allowing the resident at 4702 60<sup>th</sup> Street enough on street parking for approximately three (3) vehicles.

### **RECOMMENDATION:**

Staff recommends a 90-day trial for:

- No Parking restriction on the east side of 47<sup>th</sup> Avenue from 60<sup>th</sup> Street to 100 feet north of 60<sup>th</sup> Street.
- No Parking restriction on the west side of 47<sup>th</sup> Avenue from 60<sup>th</sup> Street to 60 feet north of 60<sup>th</sup> Street.



# 47<sup>th</sup> Avenue at 60<sup>th</sup> Street

## Minimum Fire Truck Turning Radii



1 inch = 30 feet  
Date Printed: 1/16/2014



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# 47<sup>th</sup> Avenue – 5800 & 5900 Block

## Existing & Proposed Parking Restrictions

-  EXISTING PARKING RESTRICTION
-  PROPOSED PARKING RESTRICTION



1 inch = 90 feet  
Date Printed: 1/17/2014



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