

Agenda
Public Safety & Welfare Committee Meeting
625-52nd St, Rm 204
Monday, August 29, 2016
5pm

Chairperson:	Rocco J. LaMacchia, Sr	Vice Chairperson:	Jack Rose
Aldersperson:	Jan Michalski	Aldersperson:	Eric Haugaard
Aldersperson:	Keith W. Rosenberg		

Call to Order
Roll Call
Citizens Comments

Approval of the Minutes of the Meeting Held August 8, 2016.

1. Aldermanic Request for the Restriction of Parking on the East side of 28th Avenue from Roosevelt Rd to 67th Street. *(District 8) (Staff recommends a 90-Day Trial)*
2. KTEC West School Traffic Evaluation Report

ALDERPERSONS' COMMENTS

IF YOU ARE DISABLED AND NEED ASSISTANCE, PLEASE CALL 653-4050 BY NOON BEFORE THIS MEETING TO MAKE ARRANGEMENTS FOR REASONABLE ON-SITE ACCOMMODATIONS.

PUBLIC SAFETY & WELFARE COMMITTEE
Minutes of Meeting held Monday, August 8, 2016

A meeting of the Public Safety & Welfare Committee was held on Monday, August 8, 2016 in Room 204 of the Kenosha Municipal Building. The meeting was called to order at 5:00 pm by Chairman LaMacchia.

At roll call, the following members were present: Alderpersons Rose and Michalski. Alderperson Haugaard arrived before item #3. Alderperson Rosenberg was excused. Staff members in attendance were: Shelly Billingsley, Director of Public Works; Jeff Warnock, Superintendent of Parks; Police Chief Dan Miskinis and Alderperson David Bogdala.

No citizens spoke during Citizens Comments.

It was moved by Alderperson Michalski, seconded by Alderperson Rose, to approve the minutes from the meeting held on July, 25, 2016. Motion carried unanimously.

1. Previous Trial for the Restriction of Parking to one side of Grant Road from 40th Avenue to 41st Avenue. (*District 15*)
It was moved by Alderperson Michalski, second by Alderperson Rose to approve.
Staff: Shelly Billingsley spoke.
Public Hearing: None.
Motion to approve carried unanimously.
2. Previous Trial for the Restriction of Parking along the East Side of 96th Avenue from 67th Street to 70th Street. (*District 17*)
Staff: Shelly Billingsley spoke.
Public Hearing: Alderperson David Bogdala spoke.
It was moved by Alderperson Rose, seconded by Alderperson Michalski to approve.
Motion carried unanimously.
3. Previous Trial for the restriction of parking to one side of 35th Avenue from 60th Street to 65th Street. (*District 3*)
Staff: Shelly Billingsley spoke.
Alderperson Michalski requested an amendment to the recommendation.
It was moved by Alderperson Rose, seconded by Alderperson Haugaard, to approve as modified to extend a 90-day trial to switch the parking restriction to the other side.
Motion carried unanimously.

ALDERPERSONS' COMMENTS: None

ADJOURNMENT - There being no further business to come before the Public Safety & Welfare Committee, it was moved, seconded and unanimously carried to adjourn at 5:07 pm



CATHY AUSTIN, PE
Deputy Director of Public Works/City Engineer

Date: August 25, 2016

To: Alderperson Rocco LaMacchia, Chairperson
Public Safety and Welfare Committee

CC: Alderperson Kevin Mathewson
District 8

From: Cathy Austin, PE
Deputy Director of Public Works/City Engineer

Subject: **Aldermanic Request for the restriction of parking on the east side of 28th Avenue from Roosevelt Road to 64th Street (District 8) (Staff Recommends Approval of 90-Day Trial)**

BACKGROUND INFORMATION:

Alderperson Mathewson received a request to add some additional no parking signs to the east side of 28th Avenue from Roosevelt Road to 64th Street. There are currently five no parking signs on this corridor at this time but there are some significant gaps between them which has led to residents parking in between the signs.

Public Works Engineering Staff inspected 28th Ave for the installation of additional parking restrictions. 28th Avenue is approximately 25 feet wide, which is too narrow to support two way traffic and parking on both sides of the street. While there is currently no parking signage present on 28th Avenue no resolution exists at this time.

The additional signs would be placed on existing utility poles and would be changed to "No Parking This Side" per request of Alderperson Mathewson. Because there is no resolution for the existing no parking those locations are also required to be included in the trial and all signs will be updated to remain consistent.

RECOMMENDATION:

Public Works Engineering Staff recommends the restriction of parking along the east side of 28th Avenue from Roosevelt Road to 64th Street on a 90-day trial.



Existing No Parking signs on 28th Avenue Corridor



1 inch = 200 feet
Date Printed: 8/25/2016



DISCLAIMER This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, data and information located in various state, county and municipal offices and other sources affecting the area shown and is to be used for reference purposes only. Kenosha County is not responsible for any inaccuracies herein contained. If discrepancies are found, please contact Kenosha County.



-  Existing No Parking sign to remain
-  Change or Add signs to No Parking This Side



1 inch = 200 feet
Date Printed: 8/25/2016



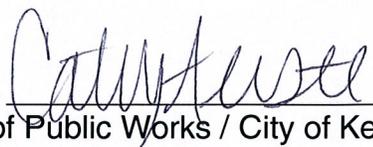
DISCLAIMER This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, data and information located in various state, county and municipal offices and other sources affecting the area shown and it is to be used for reference purposes only. Kenosha County is not responsible for any inaccuracies herein contained. If discrepancies are found, please contact Kenosha County.



August 26, 2016

To: Rocco J. LaMacchia, Sr., Chairperson, Public Safety & Welfare Committee

CC: Alderman Gordon
District 11

From: Cathy Austin, PE 
Deputy Director of Public Works / City of Kenosha

Subject: KTEC School Traffic Evaluation

BACKGROUND INFORMATION

Public Works Department, along with Kenosha Unified School District, had contracted with Clark Dietz, Inc. to perform a traffic evaluation for KTEC West School. The attached study includes the following:

1. Existing Conditions Evaluation / Future Conditions
2. Public Input Meetings
3. Alternative Solutions Considered
4. Recommendations
5. Conclusion

The report concluded by acknowledging that KTEC/KUSD will be evaluating expanding the internal lot to provide internal circulation to determine if that would help with the congestion. The City will be pursuing painting the curb head on the residential side of the streets to assist with the visibility and enforcement of parking regulations prior to the start of this school year.

RECOMMENDATION

Staff recommends receive and file.



August 23, 2016

Shelly Billingsley, P.E.
Director of Public Works
City of Kenosha
625 52nd Street
Kenosha, WI 53140

Re: KTEC West School Traffic Evaluation

Dear Shelly Billingsley:

Clark Dietz has completed KTEC School Traffic Evaluation as requested by the City of Kenosha. The purpose of this study is to determine if there are any corrective actions that can be done along 32nd Avenue, 33rd Avenue, 58th Street or on the school property which will improve the current conditions that occur at the 3:30 release time for KTEC School. This study included:

1. Existing Conditions Evaluation/Future Conditions
2. Public Input Meetings
3. Alternatives Solutions Considered
4. Recommendation
5. Conclusion

Existing Conditions Evaluation/Future Conditions

Between 32nd and 33rd Ave on the east and west and between 55th Street and 58th Street on the north and south there are 2 individual schools, KTEC West charter school and McKinley Elementary School, respectfully.



KTEC West Charter School



McKinley Middle School

There are currently parking restrictions around both of the schools on only the school sides of the blocks and not the residential side. In particular, around the McKinley school there are “No Parking Standing or Stopping” (NPSS) Signs posted which mean just that. If you stop, park and pick up or drop off students, you may get a citation. On the other hand, around KTEC School there are No Parking signs posted which implies a vehicle may park in the zone provided that no one exists the vehicle. It is designed for parents to pick up or drop off students while being on the school side of the street. This prevents students from having to cross the streets which reduce safety concerns. This parking restriction would generate a clockwise rotation around the school which circulated around the 58th Street side where students were released from.

To begin the study, the first thing that was completed was an assessment of the morning drop-off. The two school timeframes are as follows:

McKinley Middle School	–	Monday thru Thursday: 7:25am to 2:25pm Friday: 7:25am to 11:15pm
KTEC West Charter School	–	Monday thru Thursday: 8:00am to 3:20pm Friday: 8:00am to 2:00pm

As can be seen by the above time frames between the two schools, there is a gap in both the morning time period and the afternoon timeframe. This is very helpful, especially in the afternoon, since McKinley student pickup is done prior to KTEC students being released.

The morning assessment began at 7:00am and it was quickly determined that since drop-off was not all at once, there were not a lot of vehicles that were stacking along either 32nd or 33rd Avenues. Next, the afternoon time frame was assessed whereby we arrived one hour prior to the 3:20 release time. During the afternoon period, parents began showing up 40 to 45 minutes prior to release time causing queuing of vehicles around the school side of the streets. Once the school side filled the residential side (opposite side of street) began filling up. When parked on the opposite side of the street parents would get out of their vehicles and walk to the front of the school to pick up their children. By the time 3:20 arrived, there were no more parking spaces available around KTEC School on either side of the street. In fact, parents began parking at the corners of the 58th Street intersection thus blocking traffic from moving at times. The school staff did their best at keeping traffic moving.

Also during our site visit we took notice of cars encroaching into the residential driveways either partially or completely. In fact, one vehicle parked into someone’s driveway and left their vehicle partially into the street as seen in the photo to the right. The most notable concern was if someone wanted to get out of their driveway, it would be



very difficult due to vehicles being parked across from their driveways as well as right up to their driveways as shown in the photo. During our public meetings this was mentioned a number of times by parents that had to leave for work.



The congestion of cars on both sides of the street make it difficult for 2 vehicles to pass in opposing directions due to the narrow space remaining between parked cars (as shown below), which was approximately 9 feet. This was a safety concern raised by both parents and residents alike. In fact, it was stated that emergency vehicles would not be able to make it through this area if there was an emergency.



One thing to note regarding the current congestion is that it will likely worsen due the student population increasing over the next couple of school years since KTEC will be adding additional grades in the future. It is estimated that it could increase by as much as 200 more students. This increase in students will result in even more vehicles needing to access this neighborhood in the afternoon timeframe thus increasing the congestion around the school.

Public Input Meetings

There were 2 Public Information Meetings held for this project. The first meeting allowed both parents and residents to voice their concern and present thoughts and ideas as to what could be done to improve traffic flow. The first meeting had many individuals who presented similar alternatives that were mentioned above. However, there were many who felt that the city should just place No Stopping Standing or Parking signs around both schools so that no one could park on the school side of the streets. It was explained that this in and of itself would not eliminate the current neighborhood congestion issues since it would further expand the distance cars would have to park. Additionally, this would increase safety concerns by forcing all the children to have to cross the streets to get to their vehicles.

Below is a list of some of the concerns raised at meeting No. 1:

- Can't get out of driveway during drop off and cannot back out – road not wide enough – 10ft turn to get out (cars parked 2:20PM) (Four people made this comment)
- Changing One Way would impact residents for a 20 minutes time span causes traffic jams at intersection
- Drop off kids between two buildings
- 58th Street takes brunt of traffic. The driveway becomes a drop off point because of snow. People work 3-11PM and needs to leave about 45 minutes early.
- Parent concern of the kids – they wait against the curb and run in front of parked cars. There is no Police presence.
- Parked cars on both sides hard to get through – widening road is a good idea.
- Don't encourage them to cross the street; we want them picked up on school side.
- Speeding is horrible – a lot have volunteered in parking lots – talked to many parents about carpooling – wasn't applicable to school.
- Chrysler parking lot utilization
- Use parking lot drop to drop off then use as basketball, etc when not used for drop off.
- Use McKinley pass through after they are out.

The second meeting summarized both the pros and the cons of the above Alternatives that were looked at. This meeting had much less attendance than the first meeting and had a reduction in repeat parents from the first meeting. The majority of attendees were residents within the neighborhood.

Alternatives Considered

The following are the alternatives that were considered for improving traffic flow adjacent to these schools together with the pros/cons to each:

A. Alternating the Release Times for Children (No Exhibit)

Pros:

- Low cost alternative
- Reduce number of parents arriving at same time
- Maintains school side pickup zone

Cons:

- Increase pickup duration
- Inconvenient for parents who have more than one child attending
- No change to narrow corridor for 2-Way traffic
- Higher staff cost due to staying longer

B. Painting the curb head 4-feet on both sides of the driveways on the residential side of the streets (No Exhibit)

Pros:

- Make it clear when cars are illegally parking
- Low cost alternative

Cons:

- No improvement to the current congestion problem
- Increase maintenance by having to keep curb paint visible

C. Making 32nd Avenue and 33rd Avenue One-Way directions (See Exhibit)

Both permanent and posting only during the critical afternoon time was discussed

Pros:

- Low cost alternative
- No two way traffic conflict
- Maintains school side pickup zone
- Less congestion at intersection 32nd and 33rd Avenue on 58th Street

Cons:

- Significant change to the neighborhood for 1.5 hour timeframe
- Inconvenience for residents
- Educating public to change
- Need change city ordinance for one way street
- Confusion if only afternoon one-ways posted

D. Providing a much larger parking lot for pickup area on School Property(Using all of the Green Space for approximately 80 cars) (See Exhibit)

Pros:

- Placing vehicles on school property and off of the street

Cons:

- Higher cost alternative
- Loss of school green space
- Possible delays getting out of lot due to one exit
- Parents will likely not use Lot
- Increase safety concern for children in parking lot
- Vehicles may back up on street causing continued 2-way traffic concerns

E. Placing NPSS Signs on the Residential side of school for Only the one hour release time (See Exhibit)

Pros:

- Low cost alternative
- Greater space for 2-Way traffic

- Maintains school side pickup zone

Cons:

- Reduction in parking spaces for parents
- Relocate traffic flow concerns further away from school
- Inconvenience to residents

F. Placing an internal circulation around the existing green space between both schools (See Exhibit)

Pros:

- Placing vehicles on school property and off of the street

Cons:

- Higher cost alternative
- Loss of school green space
- Possible delays getting out of lot due to one exit
- Parents will likely not use Lot
- Increase safety concern for children in parking lot
- Vehicles may back up on street causing continued 2-way traffic concerns

G. Moving existing school side curb line 8 feet closer toward school (See Exhibit)

Pros:

- Allows Greater space for 2-Way traffic
- Maintains school side pickup zone
- Maintains residential side parking
- Maximizes parking spaces around KTEC
- This option would leave bump out crosswalk ramp for traffic calming on both 32nd and 33rd Avenue
- Allows for continued clockwise circulation around school

Cons:

- This alternative would be the most expensive alternative
- Loss of green space in parkway
- Sidewalk closer to parked cars

Recommendation

After explaining all of the alternatives Clark Dietz identified the preferred solution which was two-fold, including both the roadway widening on the school side of the street and the construction of the internal circulation lot (Alternatives F. & G. above). It was explained that the total estimated cost of these two alternatives were \$50,000 for Alt. F and \$250,000 for Alt. G for a grand total of \$300,000. It was further explained that the City of Kenosha was willing to participate in half of the costs for the street widening only which would be

a 50/50 split. The cost of the internal circulation lot however, would be 100% KTEC responsibility.

There was one major concern with building the proposed solution, that neither the City nor KTEC has these funds currently allocated in their budget. For this reason, there was a short term solution shared with those in attendance and that was to place No Parking Standing of Stopping signs temporarily until the money could be budgeted to provide the ultimate solution. This solution was not welcomed by those that were in attendance because they felt that this would turn out to be the permanent fix. In fact, it was unanimous at the meeting that they would rather just see the curbs painted on their side of the streets and to do nothing else until the money was budgeted for in order to provide the recommended solution discussed above.

Conclusion

KTEC met with their Governance Board after the last public meeting to discuss the proposed solution and have decided to look into the expansion of their internal lot to provide the internal circulation loop sometime in the summer of 2017. At this time KTEC would like to evaluate and determine if this helps with the congestion and will pursue the roadway expansion in the future year if the internal parent pickup loop does not correct. The City will pursue the painting of the curbs on the residential side of the streets to assist with the visibility and enforcement of parking regulations prior to the school improvement taking place the summer of 2017.

Sincerely,

Clark Dietz, Inc.



Kevin Risch
Project Engineer
E-mail kevin.risch@clarkdietz.com

cc:
Shelly Billingsley, PW Director, City of Kenosha
Frank Pacetti, City Administrator, City of Kenosha
Scott Gordon, Alderman
Pat Finnemore, KUSD
Angela Andersson, KTEC

Existing Conditions

North



Alternate C

One-Way Streets for 32nd Ave and 33rd Ave

North



Alternate D

Building an Internal Parking Lot for Pick-up & Drop-off

North



Alternate E

Placing No Standing or Stopping Signs On Residential Side of Street

North



Alternate F

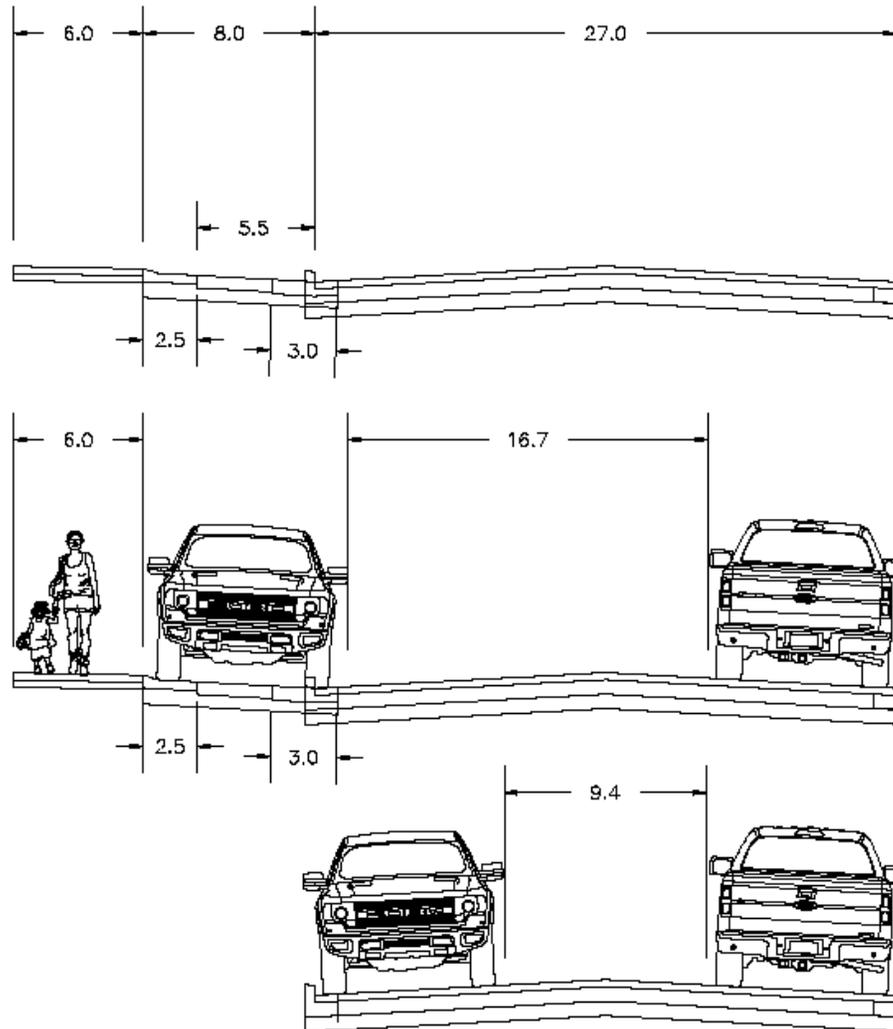
Building an Internal Circulation Loop Between Schools

North



Alternate G

Widen Roadway on School Side of Street on 3 Sides of School



PROJECT TITLE
CITY OF KENOSHA
KTEC TRAFFIC
KENOSHA COUNTY, WI

DATE: 8/23/2018
TIME: 2:48 PM
DRAWN BY: [blank]
CHECKED BY: [blank]
SCALE: [blank]

DATE: 8/23/2018

PROJECT TITLE

PROJECT NO.
K0300180

DRAWN BY

North



Alternate F & G

**Widen Roadway on School
Side of Street on 3 Sides of School
&
Internal Circulation Lot**

North

