

MINUTES OF THE BOARD OF PUBLIC WORKS MEETING HELD AT THE GREENFIELD CITY HALL, COMMON COUNCIL CHAMBERS, ROOM 100, ON TUESDAY, APRIL 22, 2014, AT 6:30 PM

1. Ald. Lubotsky called the meeting to order at 6:31 pm.

Meeting called to order

Roll Call:

Ald. Pam Akers

Present

Ald. Bruce Bailey

Present

Ald. Linda Lubotsky

Present

Mr. Richard Kasza

Present

Mr. Richard Mrochinski

Present

Atty Roger Pyzyk

Excused

Also Present:

Mr. Richard Sokol, Director of Neighborhood Services

Mr. Dan Ewert, Superintendent of Public Works

Mr. Jeff Katz, City Engineer

At this time item #8 was discussed

2. Election of Chairperson and Vice-Chairperson of Board of Public Works

Election of Chairperson and Vice-Chairperson

Ald. Bailey nominated Ald. Lubotsky as Chairperson. There being no other nominations, Ald. Lubotsky was elected Chairperson by unanimous vote.

Mr. Kasza nominated Ald. Akers as Vice-Chairperson. There being no other nominations, Ald. Akers was elected Vice-Chairperson by unanimous vote.

3. Approval of the March 25, 2014 Meeting Minutes

Approval of the 3/25/14 Meeting Minutes
- It was moved by Mr. Kasza, seconded by Ald. Lubotsky to approve the March 25, 2014 meeting minutes. Motion carried 4-0-1

4. Citizen Commentary

Citizen Commentary

Roger Baranowski of 3983 S 40th inquired as to the three townhomes on the South 40th Street 2013 construction project that still have netting on their lawns and the grass is not growing. There is also a big indenture in the front lawn between him and his neighbor.

Mr. Sokol noted that some of the landscaping was done very late in the season so residents must be patient. The city is holding the contractor accountable; they have to make the grass grow. The project is not finished, as there are little things they have to do yet. As for the indenture, staff will review.

5. Director of Neighborhood Services Report

Director of Neighborhood Services Report

Mr. Sokol stated that he has been involved with the Farmers Market, discussing code enforcement issues, changes that are being planned for Konkel Park south, finishing up the cleaning of the basement storage area at City Hall, issues regarding the retirement of water wells throughout the city, and economic development projects.

The Milwaukee County Transit System has agreed to extend route 55, which is on West Layton Avenue and ends at South 76th Street. In June they will be extending that route to Hwy 100.

This past month we celebrated the 20th service anniversary of Jeff Tamblyn as the City's Senior GIS Technician. Jeff has done an outstanding job in a number of different roles and his service was recognized by the Mayor and his peers.

6. Superintendent of Public Works Report

Superintendent of Public Works Report

Mr. Ewert reported that Public Works has been involved in Spring Clean-up initiatives. He reminded residents that we do not conduct a spring leaf pick-up.

There is a west yard at 11701 West Morgan Avenue where we have bins of leaf mulch and bins of wood chips for residents to take that live on the west end of town. We've been having a problem with illegal dumping at this yard. We would ask neighbors that if they see people dumping that they let the individuals know it is not a drop off site.

Mr. Ewert would like to ask residents to contact Public Works at (414) 761-5374 if they are aware of any potholes. Until next week, there is no hot asphalt available, which is a more permanent asphalt. We've been trying to hit every main thoroughfare, especially the concrete streets, but with the amount of traffic the cold patch does work its way out.

7. City Engineer's Report

City Engineer's Report

Mr. Katz reported on the street lighting project on South 27th Street. The installation of decorative lighting in the median from West Howard Avenue to West College Avenue should be completed this week. We will be requesting removal of the old WE Energy lights. The new lights are owned by Greenfield.

Wildcat Creek Phase II flooding litigation project began this week. Work is being done on the Aldi property, along the Wildcat Creek, and some work on South 112th Street. There was an unexpected utility conflict causing a slight delay.

Sanitary Sewer Lining is currently being done in the area of South 51st Street and West Morgan Avenue. The sewer lining will be completed by the 23rd of April and then there will be some manhole lining that should be completed by the end of May. We are also doing additional sewer and manhole repairs at various places around the city.

On South 51st Street and West Howard Avenue we discovered a situation where there were 20 sewer laterals that were disconnected years ago where Milwaukee and Greenfield shared a sewer main. The contractor didn't do a very good job of disconnecting so there was potential for a lot of ground water to get into the sewer.

The South 65th Street and West Holmes Avenue reconstruction began this week and will be completed by the end of August. Temporary mailboxes have been installed in that neighborhood. Various other 2014 projects will begin over the next few months and residents and Alderpersons will be notified in advance.

Surveying has recently been completed for sidewalk planning around the city. The design phase is now underway and we will be scheduling a public information meeting for the addition of sidewalks primarily around schools.

The West Morgan Avenue project won't be built for a few years but there is a situation where we requested to not have sidewalks on a portion of the project. The DOT has denied our request to eliminate sidewalks and told us that sidewalks must be on both sides of the street for the entire length of the project. If we take federal funding for any other roads the same rule is going to apply.

Construction will be starting at the end of April on South 122nd Street and West Carpenter Avenue and will continue through September.

Milwaukee's project on South 27th Street north of West Howard Avenue will more than likely go until late fall.

At this time item #9 was discussed

8. Discussion and decision regarding the traffic circle on West Howard Avenue and its effects on the homes in the area. (Lubotsky)

**Traffic Circle on West
Howard Avenue
NEXT AGENDA**

Mr. Sokol noted that the Police Department provided a packet of information supporting why the traffic circle was installed which was in response to citizen complaints over several years regarding the high rate of speed on Howard Avenue. After public discussion the Common Council authorized that the traffic circle be installed as a way to try to combat the excess speeds. The Police Department has measured speeds since and believes that the traffic circle has successfully reduced speeds.

The Police Department reported that since the installation the overall average speed reduction has been 5% but the most important statistic is the dramatic reduction in the number of high speed vehicles which have a greater likelihood of being involved in a crash. Before the traffic circle 17% of all cars were going over 40 mph, which means in an average day almost 700 cars were going more than 40 mph. After the traffic circle only 5% of all cars were going over 40 mph. That means less than 200 cars were going over 40 mph. So the traffic circle eliminated 500 cars going over 40 mph every day. From an economic standpoint we spent hundreds of thousands of dollars enforcing the speed limit where as soon as a squad car is not present the speed goes right back to where it was. The Police Department has indicated that since the traffic circle has been installed they have not received a single complaint about speeding. The Police Department concludes in the Chief's report that there are dramatic improvements to traffic safety and ultimately you have to weigh the complaints of residents versus the traffic safety.

Mr. Sokol noted that the issue is the inconvenience caused by the traffic circle to law abiding motorists versus the impact it seems to be having effectively reducing excessive speeds.

Rob Doherty, 3920 W Howard Avenue, stated that he went around the neighborhood between South 36th Street and South 43rd Street and only found to a few people who thought the traffic circle was a great idea mostly because it is by the park. In the winter it wasn't plowed very well, we saw flat tires, an accident in a front yard and it hasn't reduced the speeding. There has to be something better that can be done.

Greg Kurzynski, 3732 W Howard Avenue, commented on the free flow of traffic from South 92nd Street to South 84th Street where there are no obstructions, there are no circles. From South 84th Street to South 76th Street on West Howard Avenue there are no obstructions, no circles. Right now he fears for his safety because as he's going west bound he's had an east bound driver not paying attention and they turn into his lane to go around this so called safety island. Mr. Kurzynski also commented that if the safety report was done in winter, everyone slows down because of the weather.

Mr. Sokol asked Mr. Kurzynski how many times he had seen someone go around the circle to the left. Mr. Kurzynski stated once, though another resident said three times.

Michael A. Smith, 3926 W Howard Avenue, stated he lives right in front of the traffic circle and is now unable to use the front of his home for visitors or contractors. He also asked if a 911 responder would be able to assist a resident in this area as they would need extra enforcement just to manage the traffic circle. The placement deprives every resident on the block and is discriminatory to seniors. Mr. Smith noted that it is now bicycle season and feels the traffic funneled to include bicyclist is an accident waiting to happen. He also inquired as to the date of the speed report and feels the traffic circle may have worked right after it was installed but it is no longer functional.

Roger Baranowski, 3983 S 40th Street, does not feel that the traffic speed has gone down much. The fact that Howard Avenue has been used so much recently because of freeway closures and the 27th Street project may account for slower speeds only because there is just more traffic. Mr. Baranowski is very concerned about safety as he needs to turn left across traffic when going westbound on Howard Avenue and though he puts his directional on in advance as he slows coming out of the traffic circle he feels he is going to be hit by those behind him.

Joel Mayrhofer, 3908 W Howard Avenue, finds it interesting that while there may have been a reduction of excessive speeders overall, why are we using 40 mph as a bench mark for what is considered acceptable when it is a 25 mph road. An annoyance that Mr. Mayrhofer reported is the people oblivious to the fact that there is a circle there, have to hit their brakes so that they are squealing their tires and then they go around the circle and squeal their tires again to speed back up.

Lou Anne Fetzer, 3932 W Howard Avenue, feels the traffic circle is depreciating the value of the homes that are there because people cannot park in front of their own homes. Parking along South 40th Street is also becoming difficult due to residents parking around the corner who cannot park on West Howard Avenue. It is inconvenient for residents, visitors and delivery drivers. Ms. Fetzer noted the problems with vehicles hitting the pylons and cars in the snow banks over the winter because they didn't want to give the right-of-way to the person going into the circle.

Eleanor Doherty, 3920 W Howard Avenue, stated she feels discriminated against in needing to tell people who visit that they have to go through the alley to visit her. The petition that was circulated was even signed by the mailman as he couldn't walk in the street to deliver the mail and had to walk through the snow on the front lawns. Ms. Doherty has observed that when a police car is out the traffic slows down but when there is no police car the vehicles zoom right through, even school buses.

Kelly Krueger, 3908 W Howard Avenue, understands and certainly respects the decision that they are trying to do something to help that area, but personally believes the design as is isn't working. Ms. Krueger felt that placing the traffic circle at the intersection of South 39th or South 40th Street and make it so you have to funnel more people and still have room in front of houses for parking. She would be willing to make a sacrifice but not based on how poorly the results have been so far.

Mr. Sokol responded that the traffic circle was placed mid-block because it was not intended to be a round-about which is a device which takes vehicles at an intersection and has them go around. The spot that was picked was primarily because of the lack of driveways on both sides of the street at that location. Mr. Sokol also pointed out to everyone in the audience that Mr. Ewert was asked to install the traffic circle by the Common Council and the Board of Public Works but it was done relatively inexpensively on an interim basis because we understood the potential for this kind of public reaction.

George Fetzer, 3932 W Howard Avenue, stated this winter there were three cars up in the snow bank on the park side of West Howard Avenue. The squad car is sitting waiting for assistance, he has his lights on and the cars are flying through anyway, they don't stop. Mr. Fetzer stated that last week he turned onto West Howard

Avenue from South 39th Street going westbound and had a vehicle right on his tail. The vehicle passed him by speeding and went right through the stop sign at South 43rd and West Howard. Mr. Fetzner feels roundabouts are not good either and has heard that the state wants to take them out but the DOT wants them.

Terry Bartz, 4910 W Midland Avenue, commented that the traffic circle is a traffic calming device not a traffic correction device. To correct the problem we need enforcement. The Police Department needs to take a better look at how the speed is enforced and why there aren't as many tickets written. The study showed that 5% of motorists are still going over 40 mph when the speed limit is only 25 mph. The traffic circle is obviously not correcting the problem. Maybe we should invest our money in additional personnel at the Police Department to help with enforcement.

Gloria Kurzynski, 3732 W Howard, asked if the city has been getting complaints for years about the speeding why did they wait so long to do something. Living on West Howard Avenue for 11 years she's known of one accident on South 37th Street but since the traffic circle there have been several.

Mr. Sokol responded that internally we have had discussions between different departments in the city about how to address these kinds of issues. We've talked about issues regarding enforcement of the laws versus these kinds of engineering improvements called traffic calming improvements. The Police Department thought they did everything that they could within their resources to do enforcement so we thought we'd try something different. Until this issue today and this meeting today, the city staff hasn't directly heard a lot of complaints about the traffic circle

Mr. Ewert added that this neighborhood and this street isn't the only one in the city that has this problem. Unfortunately when we do things to create safer areas some residents may be inconvenienced.

Mr. Sokol asked the residents present if they call the Police Department and file complaints. When there isn't any record on the books the Police Department will say we don't have any complaints about speeding, or we don't have complaints about the traffic circle.

A resident commented that West Howard Avenue is a 25 mph road in Greenfield immediately surrounded by 35 mph in the city of Milwaukee on either side. The observation is that there is only one speed limit sign in either direction indicating it is a 25 mph road. It might be helpful to the drivers in that segment to have more speed limit signs to actually indicate so that they are aware it is a 25 mph road.

Mr. Kasza noted that if you look at the speed report there is very clearly a problem. The traffic volume in October and November was 3693 average cars per day on that street. The real startling thing is you have speeds of 66 and 69 mph. To say that's unacceptable is probably an understatement. The point is very clear we have to do something to slow the traffic down. If this is not the answer the question is what do we do. We're just trying to make it safe.

Mr. Sokol commented that the traffic circle was installed by Public Works in a manner that will allow it to be removed. The goal has been to reduce speeds in that area. We think the traffic circle has generally succeeded. However it created other issues for the neighbors.

We've seen through this winter a very significant failure of the road. Public Works has been trying to do what they can to patch the road and we think the road is close to the end of its useful life. A suggestion would be to consider working with the Common Council and talk about a broader more aggressive solution to the problems here. What we might consider doing is fixing the surface of the street and then

redesigning the traffic calming on this section and trying the same thing but doing it better, addressing the issues and concerns of the neighbors or doing something different.

We could look at other techniques, in other parts of the city we have what is called a raised intersection which is a traffic hump but at a crosswalk and there are two very logical places, the entrances to the park where a raised intersection as a traffic hump could be installed to encourage people to drive more safely around the entrances to the park to cross north to south from the neighborhood to the park. Preliminary estimates to pulverize and overlay from West Loomis Rd to the west city limit (around south 40th Street) and it's just under \$500,000. This could be done in conjunction with Milwaukee who is pursuing federal funds to replace West Howard Avenue from South 42nd Street to further to the west. Staff would hesitate to remove the traffic circle until we have a better solution.

NEXT AGENDA

At this time item #2 was discussed

- 9. Discussion and decision regarding a request to construct a fence and a private storm sewer in a Permanent Storm Drainage Easement along the rear yard of Suhail Hameed and Urooj Ansari, 3925 West Kimberly Avenue, Tax Key # 692-1248-001 (Engineering)**

**Fence and Private
Storm Sewer at 3925
West Kimberly Avenue
COMMON COUNCIL**

Mr. Sokol noted that the resident approached the city about installing a fence over a city storm sewer easement. As is our practice we allow that to occur with the understanding the resident will be responsible for the expenses associated with the removal of the fence if we should need to apply our easement rights to repair the storm water utility. We ask that you approve this easement.

After amendment, it was moved by Ald. Akers, seconded by Ald. Bailey to approve the storm sewer easement at Tax Key #692-1248-001 subject to the normal building inspection permit requirements. Motion carried unanimously.

- 10. Discussion and decision to review alternative finance methods for street construction; at a cost not to exceed \$25,000 (CC 4/2/14, BPW 3/25/14)**

**Review Alternative
Finance Methods for
Street Construction
COMMON COUNCIL**

Mr. Sokol stated that the Common Council sent this item back to the Board of Public Works for further discussion. There were some concerns raised about how we address this issue. Mr. Sokol had a chance to talk with Ehlers Associates and believes we can reach our objective in a much less expensive way. We still need to do an objective review of how we pay for streets; how others pay for streets and not focus on a street utility to make sure that we are on the best path for the city. He would like to send this back to the Common Council with a max of \$4,000.

Ald. Lubotsky commented that she was not in favor of the street utility but would be in favor of looking at other municipalities and how they pay for their roads.

Ald. Akers noted that the utility would not have been a tax and therefore it would be like paying your electric bill and so would not be tax deductible.

Mr. Sokol added that this report would not necessarily ignore a street utility but it wouldn't be the basis of the study. The analysis would be how best pay for street improvements like West Howard Avenue and if other people have a better mouse trap let's find it. He feels that Ehlers has a good handle on this and will be able to do a good, quick and inexpensive job to evaluate alternatives for us. To help the picture get more focused

It was moved by Ald. Akers, seconded by Mr. Kasza to proceed with a review of alternative finance methods for street construction at a cost not to exceed \$4,000. Motion carried unanimously

11. Report on the Private Property I/I Program (Engineering).

**Report on the Private
Property I/I Program
COMMON COUNCIL**

Mr. Sokol provided a summary that shows the participation in the Private Property I/I Program to date. In 2013, 516 packets were mailed out and 22.9% of the residents responded favorably to that mailing. In 2014, 521 packets were mailed and so far 15.7% have responded favorably. The program is going very well. We had a briefing with MMSD personnel recently to review our progress and MMSD was very pleased with the participation, the city's commitment to reducing PP I/I, and the cooperative nature that the city is engaged in with its residents.

On a separate issue there has been a question as to whether the benefits provided by the PP I/I Program should be taxable to the resident. Mr. Sokol distributed a memo which does not have a definitive conclusion but if you look at the term Owner Remediation Program that is representative of the Greenfield program. He believes that based upon the statements made in this memorandum that the Greenfield program should not be taxable to the residents because it is a general benefit to the sewer system to have I/I removed and that should disqualify it from taxation. He asked for a motion that says that the City of Greenfield acknowledges that the Greenfield Private Property I/I Program is being pursued as a general public benefit and therefore should be exempt from taxation per the PLR201252005 reference included in memo.

It was moved by Mr. Kasza, seconded by Ald. Lubotsky to acknowledge that the Greenfield Private Property I/I Program is being pursued as a general public benefit and therefore should be exempt from taxation per guidance contained within PLR201252005. Motion carried unanimously.

12. Discussion and decision to extend parking restrictions on West Grange Avenue to South 30th Street.

**Extend Parking
Restrictions on West
Grange Avenue
COMMON COUNCIL**

Mr. Sokol noted that several years ago the Common Council was asked to modify parking restrictions on West Grange Avenue near the car dealership and Pacific Market and there was a request from specific residents to limit parking. The property on the northeast corner of South 30th Street and West Grange Avenue did not participate in that request. At this time they would like to participate and so we would like to suggest that we extend the no parking restriction further west to include Tax Key 6450032.

Mr. Ewert remarked that Grange Avenue is a public street and parking should be allowed for all. Placing no parking signs has pushed the parking further to the west as was predicted. More parking signs will push parking around the corner into the neighborhoods.

Mr. Kasza recalled Rosen coming to our meeting and making a commitment that he was going to provide parking for his employees. Mr. Sokol did not recall that commitment but stated most car dealerships in Greenfield have their employees parking on the street.

Mr. Sokol reminded the Board that immediately west of the supermarket there is a visually impaired resident that is very concerned about the speed and proximity of vehicles in the parking lane. He asked us to be aggressive with markings and signings to get vehicle into the driving lane before they reached his area because he felt unsafe going to his mailbox. If we were to encourage parking on the north side of

the street I think that would actually help his situation not hurt it by pushing cars into the #1 lane westbound and away from the parking lane which is what his concern was.

Mr. Sokol suggested that we approve this parking limitation and have staff send Mr. Rosen a friendly letter asking him to better accommodate employee parking off the street in this area to be a better neighbor.

It was moved by Ald. Akers, seconded by Mr. Kasza to extend the parking restriction west to South 30th Street, in front of 2920 W Grange Avenue per the residents request and to direct staff to contact Rosen regarding accommodating employee parking on site. Motion carried 4-1.

13. Other topics for future agendas

Future Agenda Items

14. Adjournment

Adjournment

It was moved by Mr. Kasza, seconded by Ald. Akers to adjourn the Board of Public Works meeting at 8:18 PM. Motion carried unanimously.

Respectfully submitted,
Laura Young
Administrative Assistant
Department of Neighborhood Services

Date distributed: May 2, 2014