

**CITY OF STURGEON BAY
PARKING & TRAFFIC COMMITTEE AGENDA**

Monday, January 21, 2019

4:30 p.m.

Council Chambers, City Hall
421 Michigan Street

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from 11/19/18.
4. Public comment on Agenda Items and other issues related to parking & traffic in the City of Sturgeon Bay.
5. Update & Consideration of: Contract & memorandum of agreement between the DOT and the City of Sturgeon Bay dated October 24, 2008.
6. Consideration of: 3rd Avenue Delivery Truck Ordinance.
7. Consideration of: Additional signage & roadway painting at the intersection of S. Oxford Ave. and Tacoma Beach Rd.
8. Discussion of: Winter Parking Ban
9. Adjourn.

NOTE: DEVIATION FROM THE AGENDA ORDER SHOWN MAY OCCUR.

Notice is hereby given that a majority of the Common Council may be present at this meeting to gather information about a subject over which they have decision-making responsibility. If a quorum of the Common Council does attend, this may constitute a meeting of the Common Council and is noticed as such, although the Common Council will not take any formal action at this meeting.

1/17/2019
11:30 a.m.
ckd

Committee Members: Kelly Catarozoli, Kelly Avenson, David Hayes

PARKING & TRAFFIC COMMITTEE**November 19, 2018**

A meeting of the Parking & Traffic Committee was called to order at 4:31 p.m. by Chairperson Catarozoli in Council Chambers, City Hall, 421 Michigan Street.

Members Kelly Catarozoli, Kelly Avenson and David Hayes were present. Also present: City Engineer Chad Shefchik, Community Development Director Marty Olejniczak and Municipal Services Assistant Colleen DeGrave.

Moved by Ald. Avenson, seconded by Ald. Hayes to adopt the following agenda:

1. Roll call.
2. Adoption of agenda.
3. Approval of minutes from 10/15/2018.
4. Public comment on Agenda items and other issues related to parking & traffic in the City of Sturgeon Bay.
5. Update and Consideration of: Contract & memorandum of agreement between the DOT and the City of Sturgeon Bay dated October 24, 2008.
6. Adjourn.

All in favor. Carried.

Moved by Ald. Avenson, seconded by Ald. Hayes, to approve the minutes from 10/15/18. Carried.

Public comment on Agenda items and other issues related to parking & traffic in the City of Sturgeon Bay.
Paul Anschutz, 221 N. 6th Ave. spoke.

Update and Consideration of: Contract & memorandum of agreement between the DOT and the City of Sturgeon Bay dated October 24, 2008.

Ald. Catarozoli asked Mr. Olejniczak to give an update on the obligations the City of Sturgeon Bay would have in regards to fulfilling an agreement with the DOT regarding a development plan that has not been completed. Mr. Olejniczak explained that the subject site was annexed into the City in 2006. The property owner was HS Realty Partnership (William Hopf). Hopf had a development plan for the front 25 acres to be developed into a commercial complex known as Maritime Plaza, and the rear 40 acres into a residential subdivision known as Maritime Landing. The front commercial lots were created via certified survey map, but never sold or had been developed by Hopf. The first phase of the rear residential area was platted, which included five multiple-family residential lots. The five lots were sold and developed into forty apartments, but the balance of the rear area only had a preliminary plat approved, and remained as one big parcel owned by Hopf. The street access for the new lots was a new street called Grant Avenue that extended north from Highway 42-57. The City required that the street be planned to connect to the end of Sawyer Drive, which is a dead-end town road at the northeast corner of the Hopf property. The City agreed via a memorandum of agreement to let the street be phased in. The agreement, signed by the City in October 2008, and by Hopf in January 2009, required Hopf to obtain the necessary right-of-way that was outside of his property, get town approval for the connection, and construct a 16-foot wide driveway along the route of the future street for temporary emergency access. All of the above were accomplished by Hopf. The MOA further required that the actual construction of the road was to be completed based upon various triggers. These were the development of the large commercial lot that was part of Maritime Plaza, construction of 15 homes in the rear residential part, or five years. The development never occurred to trigger the road, but the five year time period has long passed. The City applied for a DOT access permit for Grant Avenue on behalf of Hopf. The permit was granted on October 15, 2009 and was conditioned on a MOA between the DOT and the City. That MOA had the same language as the MOA between the City and Hopf. The road was built and the initial DOT requirements were complied with, but the five year time period had passed. Mr. Hopf's overall development never materialized. He went bankrupt and the property was foreclosed upon. The smaller commercial lots in the front were sold to private individuals. A small insurance office and a seasonal garden center were established on two of the lots. A 14-unit multiple-family building was approved on another lot and is under construction. The large commercial lot was acquired by the City. A portion of this was sold for development of 56 apartment units which are under construction.

The rear land that was intended for the residential subdivision (and includes the planned extension of Grant Avenue) was acquired by Tim Ruenger, a neighboring property owner. That owner has no intention of developing anything and is opposed to Grant Avenue connecting to Sawyer Drive. Mr. Olejniczak said at the time the two apartment projects (56 units and 14 units) were under consideration, he had discussed with the DOT the impact of additional traffic. Dave Nielson of the DOT (who issued the access permit) informed Mr. Olejniczak that the additional traffic from those units would not generate enough traffic to require improvements to the highway intersection. The DOT has not pushed the City to connect Grant Avenue to Sawyer Drive at this point, but he said that it could require the connection at any time based on the MOA. Olejniczak stated he has had a few conversations with Mr. Ruenger about acquiring the necessary right-of-way, but there has been no agreement yet.

Ald. Hayes stated he would rather be proactive than reactive in regards to the safety in this location, and Ald. Avenson stated not only would it improve the safety, but it would improve the quality of life for the people living in that location. Mr. Shefchik was asked what the cost of a secondary access road from Grant Avenue to Sawyer Drive would cost. Mr. Shefchik stated, with a 22' paved road with a gravel shoulder, it would cost roughly \$175,000 - \$200,000. He stated the cost of a gravel road at this location would roughly be \$95,000 - \$120,000. Mr. Olejniczak explained the first step would be to acquire the right-of-way.

Moved by Ald. Catarozoli, seconded by Ald. Avenson to recommend to the Finance & Purchasing Committee to review the cost to purchase the right-of-way, and construct a secondary access road connecting Grant Avenue to Sawyer Drive. All in favor. Carried.

Items to be placed on January 21, 2018 agenda: Update & Consideration of: Contract & memorandum of agreement between the DOT and the City of Sturgeon Bay dated October 24, 2008, and Consideration of the 3rd Avenue Delivery Truck Ordinance.

Motion to adjourn by Ald. Catarozoli, seconded by Ald. Avenson. All in favor. Carried.

Meeting adjourned at 5:24 p.m.

Respectfully Submitted,



Colleen DeGrave
Municipal Services Assistant

FINANCE/PURCHASING & BUILDING COMMITTEE

December 11, 2018

A meeting of the Finance/Purchasing & Building Committee was called to order at 4:30pm by Alderperson Ward in the Council Chambers, City Hall. Roll call: Alderpersons Ward, Allman and Wiederanders were present. Also present: Alderperson Hayes, City Administrator Van Lieshout, Municipal Services Director Barker, Community Development Director Olejniczak, City Engineer Shefchik, Planning/Zoning Administrator Sullivan-Robinson and Receptionist Metzger. Mayor Birmingham entered at 4:30pm.

A motion was made by Alderperson Allmann, seconded by Alderperson Wiederanders to adopt the following agenda:

1. Roll call.
2. Adoption of agenda.
3. Public comment on agenda items and other issues related to finance & purchasing.
4. Consideration of: Changing dock pass fees.
5. Consideration of: Acquisition of right-of-way extending Grant Avenue to Sawyer Drive.
6. Consideration of: Pre-Annexation agreement for Duquaine Development-W. Oak St. (Sawyer Drive)
7. Review bills.
8. Adjourn.

Carried.

The following spoke during public comment on agenda items and other issues related to finance & purchasing: Paul Anschutz 221 N 6th Ave; Chris Kellems, 120 Alabama St; Gary Nault 711 Hickory; David Hayes 111 N 7th Ave; Steven Biedas of Mau Associates.

Consideration of: Changing dock pass fees:

Municipal Services Director Barker explained that in an effort to simplify the cash handling process for the dock pass fees he is requesting to round the fees to an even dollar amount by increasing the resident annual dock pass by \$.65 and the non-resident annual pass by \$.14. He stated that by rounding the fee to an even amount it would eliminate counting change and reduce the time involved for staff to count the cash boxes. Mr. Barker stated that currently the dock cash boxes are transferred twice daily and end up being counted 4 times per day. After brief discussions, it was the consensus of the Committee to decrease the resident annual dock pass by \$.31 to the new rate of \$44.00 including tax and the non-resident pass decreases by \$.85 to the rate of \$73.00 including tax.

Moved by Alderperson Ward, seconded by Alderperson Allmann to forward a resolution to Common Council to approve the proposed dock pass fee decreases as follows:

<u>Fee</u>	<u>Current Rate</u>	<u>Proposed Rate</u>
Resident	\$42.00 plus tax	\$41.71 plus tax
Non Resident	\$70.00 plus tax	\$69.19 plus tax

Consideration of: Acquisition of right-of-way extending Grant Avenue to Sawyer Drive:

Community Development Director Olejniczak explained that this was referred by the Parking & Traffic Committee. It involves a road that is on the official map. The road was originally planned to go in as part of a development plan by HS Realty Partnership. The road would connect the existing part of Grant Ave to the dead-end portion of Sawyer Drive, which would have created an alternate exit for the development

planned by HS Partnership. Mr. Olejniczak stated the Partnership went bankrupt before the road was installed, the bank took back the property and eventually sold the property to a neighbor, Tim Ruenger. Mr. Ruenger has no interest in developing his property or selling the necessary right of way, he was aware prior to purchasing the property that the road was on the City's official map. Mr. Olejniczak continued to explain that the City entered into a memorandum agreement with the DOT that the roadway connection to Sawyer Drive would be installed as a condition of the permit for the highway access or Grant Ave. At this time the City is in violation of the memorandum agreement. City Engineer Shefchik explained that there is an existing gravel road that provides secondary access for EMS services. He stated the cost to complete the existing gravel road is \$85,000 plus an additional \$81,000 to pave the road. However, he explained that the road the City puts in may not be desirable if a developer comes in. After further discussions, the consensus of the Committee was to try to negotiate for the right-of-way with the property owner.

Moved by Alderperson Allmann, seconded by Alderperson Ward to direct Staff to negotiate with the landowner, for the price to obtain the right-of-way.

Consideration of: Pre-annexation agreement for Duquaine Development –W Oak St. (Sawyer Drive):
Community Development Director Olejniczak explained that Duquaine Development, Inc is proposing a multiple-family residential development on two lots which are located in the Town of Nasewaupee. The developers are requesting to hook up to municipal sewer and water. Mr. Olejniczak stated that the developer doesn't want to purchase the property unless they know they can do this project and the property owner isn't going to annex unless the property is going to be sold. In addition, annexing the parcels at this time would create a "town island" which is illegal under Wisconsin state statutes. He stated that the Sturgeon Bay Utilities has reviewed the concept and supports the proposed development hooking up to the utilities. Mr. Olejniczak continued to explain that the Town of Nasewaupee has virtually no development rules and that the City should also consider their level of municipal oversight. Discussions continued regarding potential options to address the creation of a "town island", the need for city approval of phase II and phase III of the development, and that the annexation should happen prior to January 1, 2020.

Moved by Alderperson Allmann, seconded by Alderperson Ward to recommend to Common Council to approve the proposed pre-annexation agreement with Duquaine Development Inc, for parcel #020-01-12272541B & C1 with stipulations honoring the building permits approved by the Town of Nasewaupee for Phase I and that Phase II and Phase III needs to be approved by the City of Sturgeon Bay and the annexation has to happen prior to January 1, 2020. Carried.

Review bills

Moved by Alderperson Ward, seconded by Alderperson Allmann to approve the bills as presented and forward to the Common Council for payment. Carried.

Moved by Alderperson Wiederanders, seconded by Alderperson Allmann to adjourn. Carried. The meeting adjourned at 5:46 pm.

Respectfully submitted,
Tricia Metzger

DeGrave, Colleen

From: Olejniczak, Marty
Sent: Monday, November 19, 2018 10:19 AM
To: DeGrave, Colleen
Subject: FW: Memorandum Violation
Attachments: DOT permit for Grant Ave.pdf; MOA for Grant Ave - Hopf & City.pdf; MOA for Grant Ave - DOT & City.pdf; Maritime Plaza - Maritime Landing current status.pdf; Maritime Landing Subdivision Plan.pdf

Please print this email and attached materials for the Committee. Thanks,

Marty

From: Olejniczak, Marty
Sent: Friday, October 19, 2018 11:32 AM
To: Kalny, James M. (jkalny@dkattorneys.com)
Cc: VanLieshout, Josh; SBDistrict4; Shefchik, Chad
Subject: FW: Memorandum Violation

Jim:

As stated in Alderwoman Avenson email below, we are requesting your opinion regarding the issue of the lack of an alternative street connection for the apartments located along Grant Avenue and Sycamore Street. Specifically, is there liability on the city if an accident occurs at the intersection of Grant Avenue/Highway 42-57?

Here is some background: The subject site was annexed into the city in 2006. The property owner was HS Realty Partnership (William Hopf). Hopf had a development plan for the front 25 acres to be developed into a commercial complex known as Maritime Plaza and the rear 40 acres into a residential subdivision known as Maritime Landing. The front commercial lots were created via certified survey map, but never sold or developed by Hopf. The first phase of the rear residential area was platted, which included 5 multiple-family residential lots. The five lots were sold and developed into 40 apartments but the balance of the rear area only had a preliminary plat approved and remained as one big parcel owned by Hopf.

The street access for the new lots was a new street called Grant Ave that extended north from Highway 42-57. The city required that the street be planned to connect to the end of Sawyer Drive, which is a dead-end town road at the northeast corner of the Hopf property. The city agreed via a memorandum of agreement to let the street be phased in. The agreement signed by the city in Oct 2008 and by Hopf in Jan 2009 required Hopf to obtain the necessary right-of-way that was outside of his property, get town approval for the connection, and construct a 16-foot wide driveway along the route of the future street for temporary emergency access. All of the above were accomplished by Hopf.

The MOA further required that the actual construction of the road was to be completed based upon various triggers. These were the development of the large commercial lot that was part of Maritime Plaza, construction of 15 homes in the rear residential part, or 5 years. The development never occurred to trigger the road but the 5 year time period has long passed.

The City applied for a DOT access permit for Grant Avenue on behalf of Hopf. The permit was granted on October 15, 2009 and was conditioned on a MOA between the DOT and City. That MOA had the same language as the MOA between City and Hopf. The road was built and the initial DOT requirements were complied with. But the 5 year time period passed.

Mr. Hopf's overall development never materialized. He went bankrupt and the property was foreclosed upon. The smaller commercial lots in the front were sold to private individuals. A small insurance office and a seasonal garden center were established on two of the lots. A 14-unit multiple-family building was approved on another lot and is under construction. The large commercial lot was acquired by the City. A portion of this was sold for development of 56 apartment units which are under construction. The rear land that was intended for the residential subdivision (and includes the planned extension of Grant Ave) was acquired by Tim Ruenger, a neighboring property owner. That owner has no intention of developing anything and is opposed to Grant Avenue connecting to Sawyer Drive.

At the time that the two apartment projects (56 units and 14 units) were under consideration, I discussed with DOT the impact of additional traffic. Dave Nielson of the DOT (who issued the access permit) informed me that the additional traffic from those units would not generate enough traffic to require improvements to the highway intersection. So far they have not pushed the city to connect Grant Avenue to Sawyer Drive. I assume, however, that based upon the MOA they could require the connection at any time.

The Council also considered the road connection issue at the time of approval for the apartments. They debated whether to wait on new development until the road was in place, but ultimately approved the developments without such contingency. The City Administrator and I had a few conversations with Mr. Ruenger about acquiring the necessary right-of-way but no agreement yet.

So again, we need your legal advice on this matter. Attached are some documents referenced in this email and a map/air photo of the site.

Marty Olejniczak
Community Development Director
City of Sturgeon Bay

From: SBDistrict4
Sent: Monday, October 15, 2018 6:34 PM
To: Olejniczak, Marty
Cc: VanLieshout, Josh
Subject: Memorandum Violation

Good Morning,

I am writing to ask for an update on the following document that was brought to our attention at the last City Council meeting by Mr. Anschutz and Alderperson Catarozoli regarding the fact that the City of Sturgeon Bay is in violation with an agreement between the City and WDOT signed in 2008/09.

My concerns:

1. Are we prioritizing the safety of our citizens when we know we are in violation of traffic updates needed according to the WDOT once that development grew to a certain size?
2. Are we protecting our tax paying citizens from an unneeded lawsuit if in fact the unthinkable happened and someone's life was taken because we didn't make this a priority?
3. I am not willing to wait for the unthinkable to happen for the City to act and the State to enforce, we owe it to our citizens to put their safety first.

Josh, can you please contact our attorney with this issue and get his opinion on what would happen if we were found to be in violation of this memorandum?

COPY

MEMORANDUM OF AGREEMENT

BETWEEN

CITY OF STURGEON BAY

AND

HS Realty Partnership, LLP

The Memorandum of Agreement (MOA) between the City of Sturgeon Bay (City) and HS Realty Partnership LLP is being executed to provide for the improvements needed at the STH 42/57 & Grant Avenue due to the Maritime Plaza Development and Maritime Landing plat (Development).

The traffic generated by the proposed development and the increase in the background traffic in the area will have a direct impact on the traffic flow of STH 42/57. Improvements will be required now and possibly in the future in order to maintain a satisfactory level of service.

The terms of this memorandum have been developed by representatives from the City and HS Realty Partnership LLP. By signing this document, authorized officials from the City and HS Realty Partnership LLP agree to the terms listed herein. The terms will be binding upon the successors and assigns of HS Realty Partnership LLP.

TERMS OF THE MEMORANDUM OF AGREEMENT

A. The following initial improvements shall be made by HS Realty Partnership LLP:

1. Modify TWLTL markings to provide for a Northbound STH 42/57 left turn lane (350' turn lane with 150' taper). Southbound STH 42/57 200' painted median.
2. Southbound STH 42/57 200' right turn lane with 150' taper. The turn lane shall be 12' wide. The existing shoulder shall be removed and replaced with 4" asphalt over 16" of base course.

B. The following future improvements, if required by the Wisconsin DOT, shall be the responsibility of the City to complete. HS Realty Partnership, LLP and its successors agree to reimburse the City for all expenses related to such future improvements:

1. If the Wisconsin DOT or the City determines there are safety issues associated with the intersection not having a raised median, HS Realty Partnership LLP and its successors will reimburse the City for raising the existing median to the same dimensions as what is to be painted.
2. If the intersection warrants traffic control in the future outside of a Wisconsin DOT programmed improvement project the City will be responsible for the warrant analysis and DOT ordered improvements (roundabout or traffic signals).

In that event, HS Realty Partnership LLP and its successors and assigns will reimburse the City for such expense.

C. Grant Avenue shall be connected to Sawyer Drive within 5 years of the connection to STH 42/57, or when 15 homes are constructed, or when the large commercial lot located immediately south of the Maritime Landing residential subdivision is developed, whichever comes first. Until such time that the street connecting to Sawyer Drive is fully improved, a minimum 16-foot wide driveway shall be constructed and maintained between Sawyer Drive and improved streets within the subdivision prior to occupancy of any building constructed on the lots within the development.

HS Realty Partnership LLP shall provide to the City a letter of credit or other financial assurance acceptable to the City to cover the expected construction costs of the street connection to Sawyer Drive. The personal guaranty submitted by William Hopf is an acceptable financial assurance for this obligation. Mr. Hopf guarantees the payment of financial obligations of HS Realty Partnership LLP under this agreement according to the terms of such guaranty.

D. Payment of reimbursements. The payments to be made herein by HS Realty Partnership LLP and its successors shall be allocated to the six commercial parcels within the Maritime Plaza Development as follows:

Lot 1 of CSM volume 14, page 235 = 10%

Lot 2 of CSM volume 14, page 235 = 10%

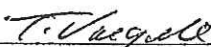
Lot 3 of CSM volume 14, page 235 = 10%

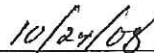
Lot 4 of CSM volume 14, page 235 = 10%

Lot 6 of Maritime Landing plat = 10%


Approximately 12 acre commercial lot (portion of parcel no. 2816612003301) that is bounded by Sycamore Street, Grant Avenue, Vibenum Street, and the west city limits = 50%

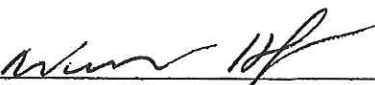
Reimbursements shall be paid to the City within 30 days of invoice from the City Clerk or Treasurer. If payments are not made as provided herein, outstanding charges shall be assessed against each non-paying commercial property in the Maritime Plaza Development in the proportion described above as a special assessment under Wis. Stat. 66.0703.

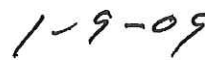

Thomas Voegelé, Mayor
City of Sturgeon Bay


Date


HS Realty Partnership LLP, by
William Hopf, Partner


Date


William Hopf, (as guarantor only)


Date

MEMORANDUM OF AGREEMENT

BETWEEN

CITY OF STURGEON BAY

AND

WISCONSIN DEPARTMENT OF TRANSPORTATION

The Memorandum of Agreement (MOA) between the City of Sturgeon Bay (City) and the Northeast Region Office of the Wisconsin Department of Transportation (DOT) is being executed to provide for the improvements needed at the STH 42/57 & Grant Avenue due to the Maritime Plaza Development (Development).

The traffic generated by the proposed development and the increase in the background traffic in the area will have a direct impact on the traffic flow of STH 42/57. Improvements will be required now and possibly in the future in order to maintain a satisfactory level of service.

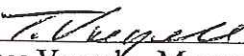
The terms of this memorandum have been developed by representatives from the City and the DOT. By signing this document, authorized officials from the City and the DOT agree to the terms listed herein. The terms will be binding unless representatives of both signing parties agree to the modifications.

TERM OF THE MEMORANDUM OF UNDERSTANDING

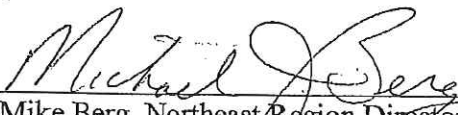
Initial Improvements:

1. Modify TWLTL markings to provide for a Northbound STH 42/57 left turn lane (350' turn lane with 150' taper). Southbound STH 42/57 200' painted median.
2. Southbound STH 42/57 200' right turn lane with 150' taper. The turn lane shall be 12' wide. The existing shoulder shall be removed and replaced with 4' asphalt over 16' of base course.
3. If there becomes safety issues associated with the intersection not having a raised median the City will be responsible for raising the existing median to the same dimensions as what is to be painted.

4. If the intersection warrants traffic control in the future outside of a DOT programmed improvement project the City will be responsible for the warrant analysis and DOT ordered improvements (roundabout or traffic signals).
5. The appropriate vision corners shall be dedicated.
6. The nearest driveway or public street connection to the new road (Grant Avenue) shall be no closer than 225' from the STH 42/57 right of way on the west side and no closer than 200' from the STH 42/57 right of way on the east side.
7. The City shall provide proof of ownership of the roadway.
8. The public street connecting to STH 42/57 shall be connected to Sawyer Drive within 5 years of the connection to STH 42, or when 15 homes are constructed, or when the large commercial lot located immediately south of the residential subdivision is developed, whichever comes first. Until such time that the street connecting to Sawyer Drive is fully improved, a minimum 16-foot wide driveway shall be constructed and maintained between Sawyer Drive and improved streets within the subdivision prior to occupancy of any building constructed on the lots within the development.


Thomas Voegelé, Mayor
City of Sturgeon Bay

10/24/08
Date


Mike Berg, Northeast Region Director
Wisconsin Department of Transportation

3/12/09
Date

**Maritime Plaza/Maritime Landing
Current Status - Oct, 2018**

Tim Ruenger
homestead

Sawyer Dr

Tim Ruenger Parcel

Gravel driveway
(future Grant Ave)

Original 40 apartments
completed in 2009

Sycamore St

14 townhomes units under
construction on this parcel

56 apartment units under
construction on this parcel

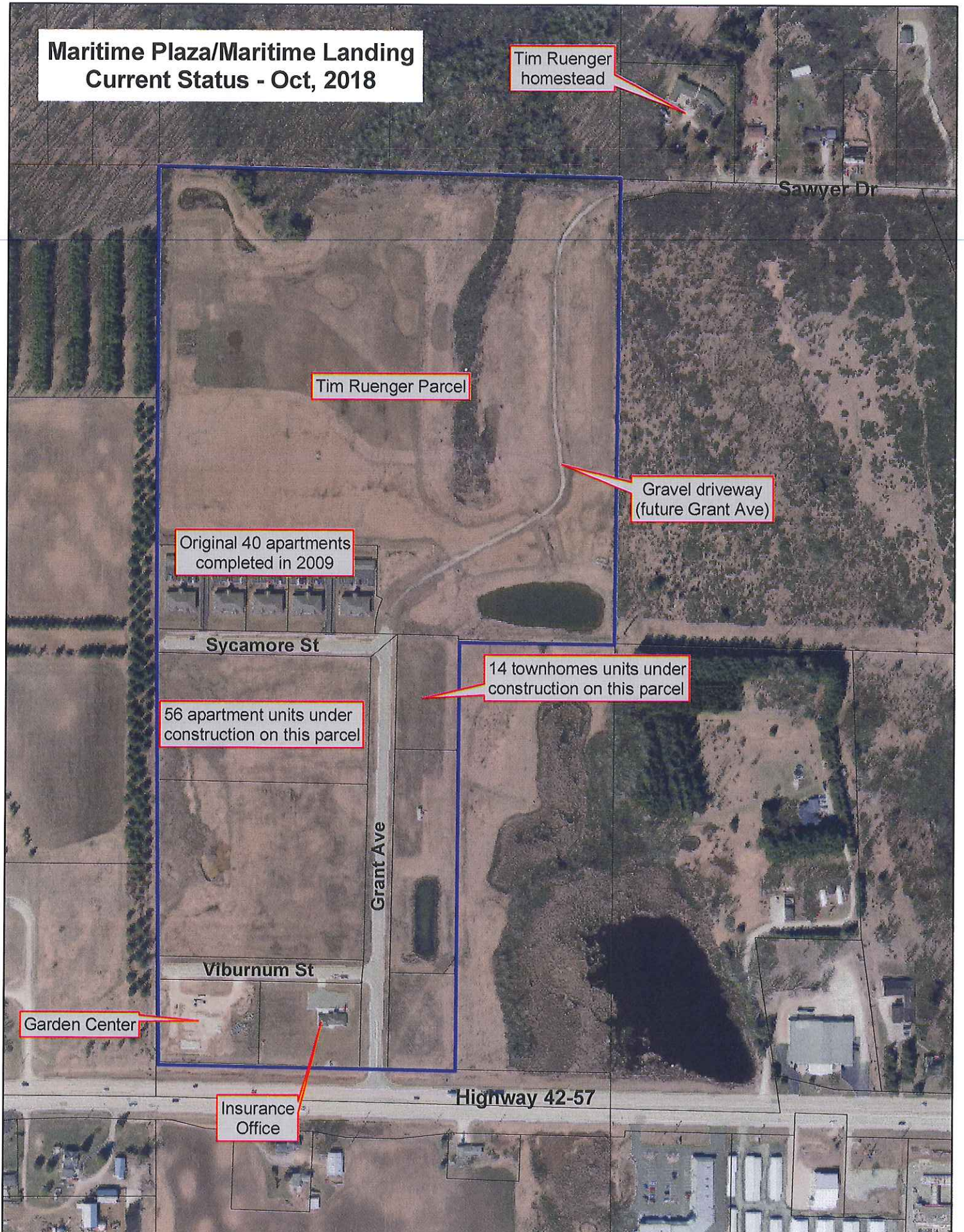
Grant Ave

Viburnum St

Garden Center

Insurance
Office

Highway 42-57



LOCATED IN:
THE NW 1/4 AND THE SW 1/4 OF THE SW 1/4 OF SECTION 12,
TOWNSHIP 27 NORTH, RANGE 25 EAST, CITY OF
STURGEON BAY, DOOR COUNTY, WISCONSIN.



NORTH
1" = 100'

CAD: WDA/HOW/204-INT?
SHEET 1 OF 1
JOB NO. 19566
6-3-00

#7

EXECUTIVE SUMMARY

DATE: December 21, 2018

TITLE: Additional signage & roadway painting at the intersection of S Oxford Ave and Tacoma Beach Road


BACKGROUND: In October of 2018 a vehicle traveling on S Oxford Ave failed to navigate the curve at the transition to Tacoma Beach Road, went through the yard at address #507, and ultimately struck the home at address #531. Aaron Moriarity, the resident at 531 Tacoma Beach Road, called the City Engineer and stated that although it was the first time his residence was struck, vehicles have ended up in the front yard of his neighbor on previous occasions. He noted that there is an arrow on the sign post at the curve, but it does not give a lot of warning and requested that the intersection be reviewed.

After reviewing the location staff determined that it would be appropriate to remove the current sign and place new turn arrow signs approximately 175' prior to the curve from each direction. In addition, staff feels it would be appropriate to paint a double yellow centerline on the roadway between the new signs per the attached sketch.

FISCAL IMPACT: The cost to add the recommended signage and roadway painting would be approximately \$350.00.

RECOMMENDATION: Add 2 new turn arrows signs and a double yellow centerline at the intersection of S Oxford Ave and Tacoma Beach Road.

SUBMITTED BY:


Chad Shefchik
City Engineer

12-21-18

Date

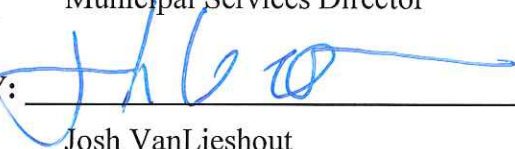
REVIEWED BY:


Mike Barker
Municipal Services Director

12-21-18

Date

REVIEWED BY:

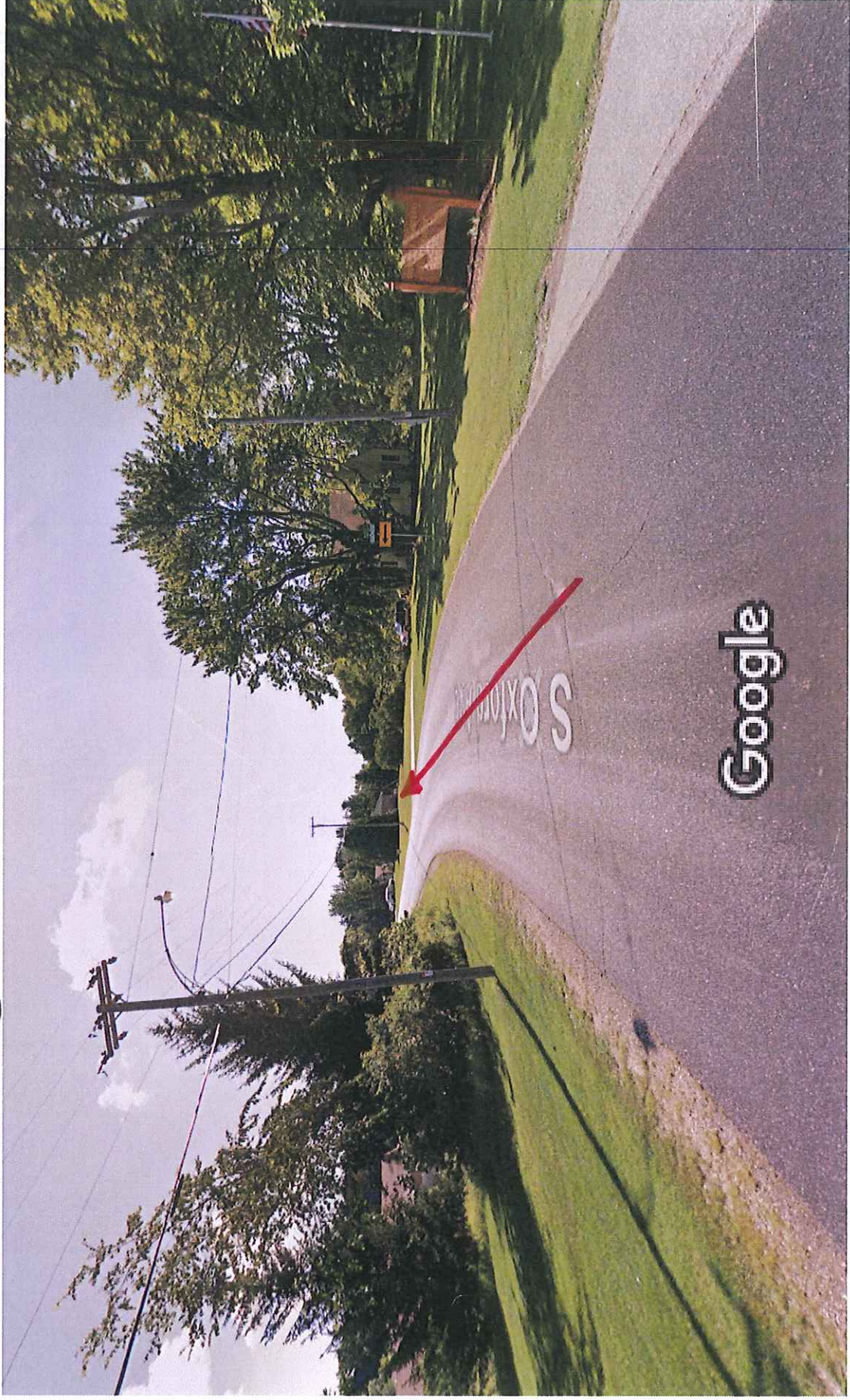

Josh VanLieshout
City Administrator

12/21/18

Date

Google Maps 1010 S Oxford Ave

ACCIDENT OCT 2018



□ ADD (2) SIGNS & PAINT DOUBLE YELLOW
CENTER LINE FROM SIGN TO SIGN

Printed 11/20/2018 courtesy of Door County Land Information Office

... from the Web Map of ...
([/www.co.door.wi.gov](http://www.co.door.wi.gov))



Door County, Wisconsin
... for all seasons!



Door County can not and does not make any representation regarding the accuracy or completeness, nor the error-free nature, of information depicted on this map. This information is provided to users "as is". The user of this information assumes any and all risks associated with this information. Door County makes no warranty or representation, either express or implied, as to the accuracy, completeness, or fitness for a particular purpose of this information. The Web Map is only a compilation of information and is NOT to be considered a legally recorded map or a legal land survey to be relied upon.

#8

DeGrave, Colleen

From: DeGrave, Colleen
Sent: Monday, January 07, 2019 11:38 AM
To: SBDistrict1
Cc: SBDistrict2; SBDistrict4
Subject: FW: Website inquiry

Please see below.

Colleen K. DeGrave
Municipal Services Assistant
City of Sturgeon Bay
835 N. 14th Ave.
Sturgeon Bay WI 54235
920-746-2912
cdegrave@sturgeonbaywi.org

-----Original Message-----

From: Reinhardt, Stephanie
Sent: Monday, January 07, 2019 10:02 AM
To: DeGrave, Colleen <cdegrave@sturgeonbaywi.org>
Cc: Barker, Michael <mbarker@sturgeonbaywi.org>
Subject: FW: Website inquiry

Can you please forward to the Parking & Traffic Committee members per Ms. Weber's request?

Thanks,
Steph

-----Original Message-----

From: WordPress <contactform@sturgeonbaywi.org>
Sent: Monday, January 07, 2019 9:57 AM
To: Reinhardt, Stephanie <sreinhardt@sturgeonbaywi.org>
Subject: Website inquiry

From: Cindy Weber <cweber@sunshinehouseinc.org>
Phone: 9207437943

Best time to call: 12:00

Message/question:

I have a couple of things to address - the first being the condition of the roads this morning - even as late as 8:45. I live right next door to the Dorchester at 630 Kentucky St and my road was still not plowed at 8:45!

As the CEO of Sunshine House, we provide transportation to a large portion of the disabled community, it is concerning that even in the city, the roads were not in better condition when our buses went out to pick up our clients this morning. I cannot imagine the school was very happy either.

One of my longtime complaints which I would like to formally have presented to the Traffic Committee is the off street parking ban. Why is the ban from 2:00 to 6:00 when you don't even send out your plows until after 6:00? With as little snow as we get now a days, the ban needs to change. It is a huge inconvenience for hundreds if not thousands of your constituents. We personally, when our kids are home, have to spend 10 minutes every night moving cars to get them off the street, when we can go weeks without any snow. Then there is the inconsistency of reinforcement and the game of seeing as there is no snow currently and no snow in the forecast - are they going to ticket me if I leave my car on the street. A much more practical street parking ban would be if there is a snow event of 2 plus inches there is no street parking, other than areas such as downtown or city parking lots. The way you have things set up now is ineffective.

And seeing as I am on a roll - my last complaint is that we use gmail for our email, as do tons of other people. So if I want to email my alderman, I click their link and it takes me to outlook, which I do not have, so this is the only way for me to reach out to you. If you would at least list out their email address I could copy and paste it and send this email to the people I want it to go to.

Please forward this communication to the public works department and the alderman on the Traffic and Parking Committee.

Thanks

Cindy Weber

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This e-mail was sent from a contact form on City of Sturgeon Bay