



MEETING NOTICE AND AGENDA
Traffic Review Committee
May 22, 2017 1:30 P.M.
City Manager's Conference Room, 4th Floor City Hall
Beloit, WI 53511

1. Roll Call.
2. Introduction of new Council Representative-Sherry Blakeley and Interim Public Works Director –Dave Nord
3. Approval of the minutes from the March 27, 2017 Traffic Review Committee meeting.
4. Public Participation
5. Old Business-Traffic Study List
6. Summary review of parking study results for City Center Area.
7. Information related to proposed Park Avenue bike lanes.
8. Committee Member participation.
9. Next meeting –The next meeting is scheduled for **June 26, 2017**.
10. Adjournment

** Please note that, upon reasonable notice, at least 24 hours in advance, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, please contact the City Clerk's Office at 364-6680, 100 State Street, Beloit, WI 53511.



MINUTES
TRAFFIC REVIEW COMMITTEE
March 27, 2017, 1:30 p.m.
City Manager's Conference Room, 4th Floor City Hall
Beloit, WI 53511

A meeting of the Traffic Review Committee of the City of Beloit, WI was held March 27, 2017 at 1:30 p.m. City Manager's conference room. G. Boysen called the meeting to order at 1:31 p.m.

1. Roll Call

Members present: (Voting): T. Nee, R. Norder, C. Fryar, M. Flesch, D. Risse, D. Stauffacher

Members absent: (Voting): M. Ramsden

Non-voting members present: G. Boysen, M. Preuschl (1:37)

Non-voting members absent: D. Luebke

Staff: L. West, S. El-Amin

Public: None

2. Approval of the minutes from the July 25, 2016 Traffic Review Committee meeting

Minutes of the July 25, 2016 meeting were approved on a motion by C. Fryar, second by R. Norder. Motion carried.

3. Public Participation

None

4. Presentation of the 2017 TRC Calendar.

M. Flesch presented the 2017 TRC Calendar. Confirmed that each member was receiving the packet by e-mail and reviewed the procedure

for notification if unable to attend meeting.

5. Request to remove parking across from the property at 1772 Hemlock Avenue.

M. Flesch reviewed the request to remove parking across from the property at 1772 Hemlock Street. On a motion by T. Nee and seconded by C. Fryar the request was approved. Motion passed.

6. West Grand Avenue and Bluff Street signal study update

M. Flesch gave an update relating to the study for the removal of signals at West Grand and Bluff Street. M. Flesch explained what the study would involve and the role of the committee regarding the removal process.

7. Downtown Parking Study update

M. Flesch gave an update relating to the Downtown Parking Study. T. Nee asked about how specific land uses affected the study. M. Flesch noted that if there were substantial developments in the future, an additional traffic impact study may be required.

8. Committee Member Participation

M. Flesch indicated that M. Ramsden would like a signal study to occur at Shopiere and Cranston along with fixing the signals at Park at White. T. Nee was also interested in a traffic study along Cranston between Shopiere and Milwaukee. T. Nee also asked about a list of studies that could be made available to the committee. R. Norder inquired about the 139/90 project update along with some concerns about the new bus routes. M. Flesch suggested that he call Transit to voice his concerns. M. Preuschl inquired about the Family Video entrance/exit and the turn movements from the development.

9. The next meeting is scheduled for April 24, 2017.

The next meeting of the Traffic Review Committee is scheduled for April 24, 2017.

10. Adjournment

Motion to adjourn was made by T. Nee, seconded by D. Stauffacher, at 2:01 p.m. Motion passed.

Minutes by Jason Dupuis

Engineering Division
Transportation Engineer

City of Beloit – Traffic Related Studies

Signals

- West Grand Avenue and Bluff Street
- Shopiere Road and Cranston Road
- Woodward Avenue and Park Avenue
- Liberty Avenue and Bluff Street in coordination with 6th Street and 4th Street

Stop Signs

- City-Wide stop sign warrant and Index of Special Location update

Corridors

- Prairie Avenue – Cranston Road to Huebbe Parkway
- Cranston Road – Shopiere Road to Sutler Drive

CITY OF BELOIT

REPORTS AND PRESENTATIONS TO TRAFFIC REVIEW COMMITTEE

Action Required * _____ Information Only X Options Attached

Date: May 22, 2017
Presenter(s): Jason Dupuis
Departments(s): Public Works-Engineering

Topic / Purpose for Presentation:

Downtown Parking Study update-Summary of final report.

Background Information:

In 2016, a parking study was conducted by Walker Parking Consultants in the downtown area of Beloit.

Key Issues (maximum of 5):

1. The study was commissioned through the SLATS-MPO and included parts of downtown Beloit, areas of S. Beloit, and a separate area in the Village of Rockton. The Beloit portion was included in the "City Center" study area.
2. Key elements of the study included: parking supply/demand analysis, parking turnover (length of stay) analysis, community engagement, review of local parking policy/practice, industry best practice review, and recommendations.
3. The study found that the current physical condition of the lots and stalls was sufficient. Also, most people do not have a hard time finding a parking space in the area of study. Some improvement could be made to the pathways, signage, and lighting of the parking areas.
4. The current peak time for both weekdays and weekends was established to be 9:00 AM. 9:00 AM was also used when projecting future conditions. In general, the current amount of total parking spaces (public/private) is sufficient for current conditions with the exception of localized deficiencies around 3rd Street, Chester Square and 1st National Bank lots on the weekday and in the area of Farmer's Market on the weekend. Congestion and deficiencies begin to 'expand out' from these areas in the future conditions. Walker believes the parking situation is moving from a condition where simply providing supply will no longer be adequate -strategic management and improved enforcement is needed to change behaviors and to ensure the parking system works.
5. Summary of recommendations:
 - Establish a shared parking program and update policies (utilize private surface lots)
 - Simplify on-street parking time limits to 2-hour/4-hour only
 - Develop an employee/permit parking program for off-street lots
 - Establish designated parking areas during special events such as Farmer's Market
 - Improve communications by creating a parking webpage, update/install wayfinding signs revising current regulations
 - Increase/improve enforcement of the parking ordinances
 - Revise current fine structure

6. A more in-depth report will be made by the consultant at The Vision Center on June 12, 2017 at 6:30 PM. Also, the final report will be posted under the SLATS documents located on the City of Beloit's webpage.

Action Required / Recommendation / Evaluation:

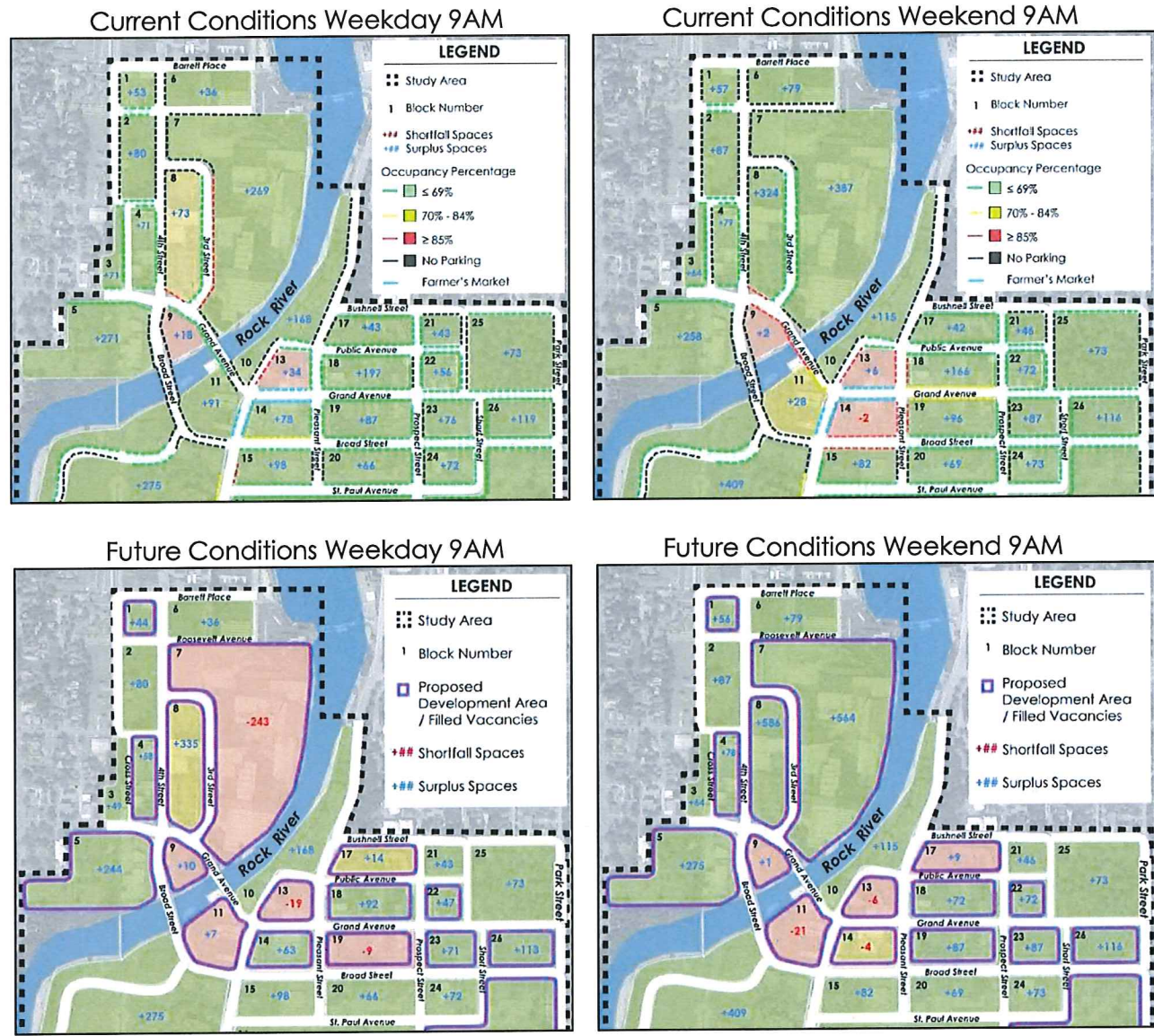
Information only.

Fiscal Note:

MARCH 9, 2017

31-7940.00

Figure 29: Current & Future Parking Needs

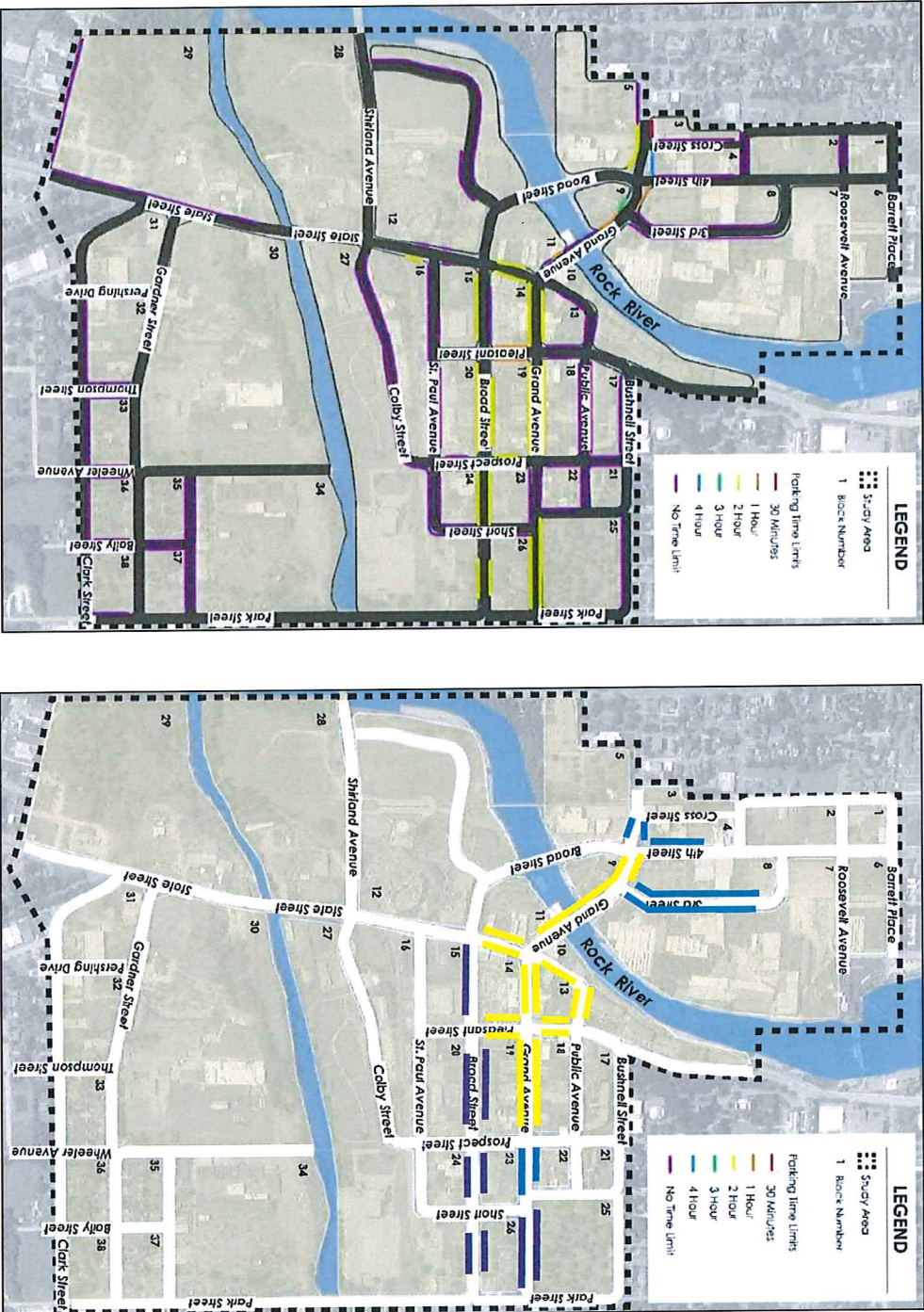


Source: Walker Parking Consultants

As documented within the quantitative analysis, there is a significant parking surplus within much of the private off-street parking supply throughout the day, including the peak periods. Our observations showed that overall the private parking supply was never over 30% occupied during weekdays and over 20% occupied during the weekend.

We recommend that the City implement a Shared Parking District in which the City actively and strategically seeks agreements with private parking supply owners for use of their property during non-business hours. In Shared Parking Districts individual owners of private parking supply are encouraged to include as many spaces as possible in a common pool of shared spaces. In

Figure 33: Existing and Proposed On-street Parking Restrictions



CITY CENTER

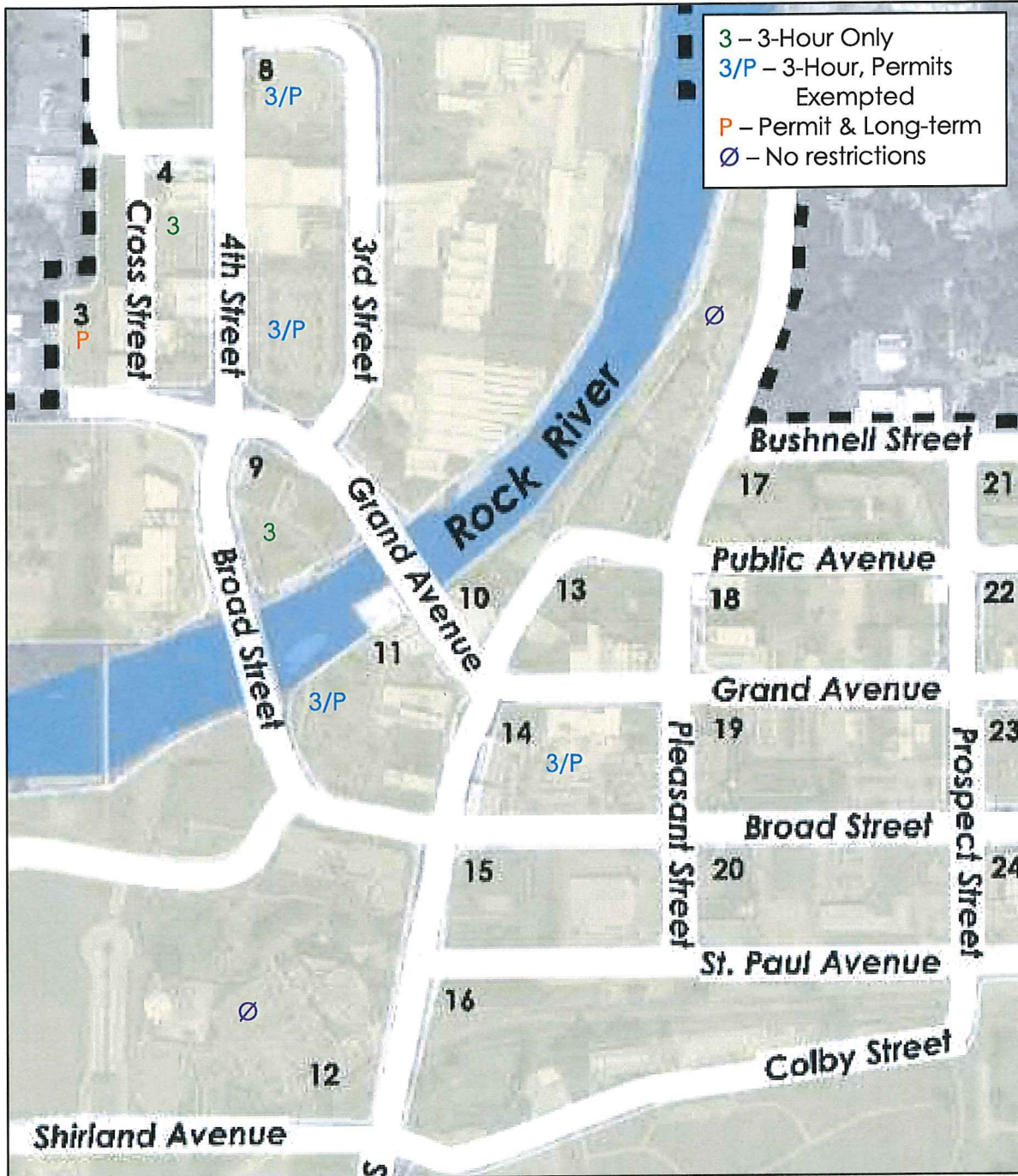
PARKING NEEDS ASSESSMENT – FINAL REPORT



MARCH 9, 2017

31-7940.00

Figure 35: Proposed Off-street Parking Restrictions



Source: Walker Parking Consultants



MARCH 9, 2017

31-7940.00

EVENT PARKING PLANS

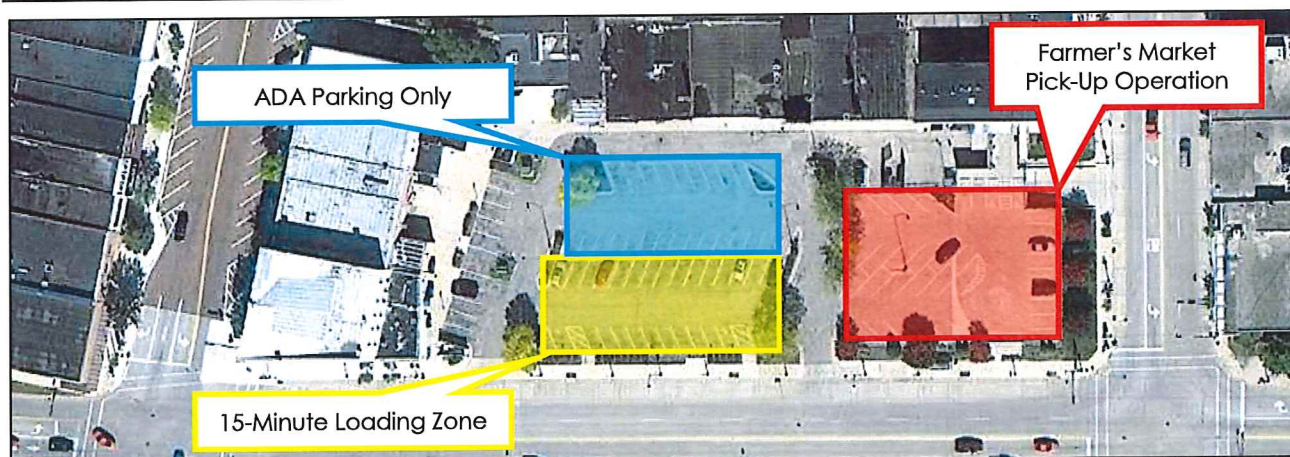
An event parking plan (and map) is needed for large events to better manage parking and traffic related to people who require access to the area for events. Although other events do take place in downtown Beloit, the Farmer's Market is a regularly recurring event, which should have a plan as a priority. The plan should consist of a few implementable steps to aid in shifting users to the most appropriate parking supply, and informing those users where their parking is located or direct them as to how to get there. The plan should be developed for the Farmer's Market and altered as needed for other events.

Vendors and workers may need access to the area initially to drop off, assemble and stock their stand. But, after unloading, these users should park remotely (North Ironworks Lot or City Hall Lot) to allow the maximum number of visitors to park nearby. Visitors should be provided the most proximate parking, but as past events have shown, not all visitors will fit within the one-block radius in which they would prefer to park. Plan for additional ADA parking near the event to avoid the need to provide an ADA compliant shuttle, if shuttles are needed (see below). Plan for pick-up and drop-off for elderly and children, and if large goods are purchased. For the Farmer's Market consider turning the Broad Street Lot into ADA parking and pick-up / drop-off only, as appropriate to shift users into large and more available supply while providing convenience for those who need it.

Implement temporary event wayfinding signage and online information to help shift visitors to nearby downtown public parking. For example, wayfinding signage can indicate the City Hall Lot and Ironworks South Lot are within a 4- to 5-minute walk from the Farmer's Market for most visitors.

If the event would require parking beyond a five-minute walk, determine where available remote parking is located, whether it is within the public supply downtown or a nearby land use with a large surface lot that has space availability when the event would need parking (mall, hotel, school, etc.). Shuttle services may be needed for a few events each year to make use of existing public supply, while not building for conditions that occur only a few times per year.

Figure 36: Proposed Farmer's Market Broad Street Lot Operation



Source: Walker Parking Consultants



MARCH 9, 2017

31-7940.00

Diagonal Parking – Vehicle Length Limit

Input received from community engagement mentioned that reversing out of a diagonal space while next to a long vehicle is difficult because it limits vision. Other comments were related to driving along Grand Avenue past long vehicles extending into the roadway. In both cases, a traffic hazard is evident.

Signage is needed to adequately communicate to drivers the code restriction on parking within any diagonal spaces within the City. The restriction reads:

13.11 Size Limitation in Diagonal Parking. No vehicle with overall length, including load, of more than 20 feet shall be parked in any diagonal parking stall in the City.

We recommend that the City provide signs near the end of each block face that provides diagonal parking spaces. We recommend adding this signage as a first step in reducing the incidence of vehicles parking in a way that blocks or encroaches upon the roadway.

Once signage is in place, enforcement of the policy is required to gain traction with policy compliance.

Pavement markings may be needed to provide a visual understanding of the restriction.

On-street Wayfinding to Off-street Supply

Through observation while in the study area, and from comments made during community engagement, we believe that people have a difficult time locating public off-street parking. There are two reasons for this finding. First, some monument signs are obscured by landscaping and are also not lit. Second, when approaching and circulating within downtown Beloit there are no wayfinding signs directing drivers to public parking – instead they direct drivers to specific destinations such as City Hall and the Post Office.

We recommend implementation of parking wayfinding signage on the street, which directs drivers to nearby public off-street parking, similar to that found in Figure 38. The signs could be installed along with other recent wayfinding signage as shown in Figure 39.

Figure 38: Sample Signage – Additional Parking



Source: Walker Parking Consultants



MARCH 9, 2017

31-7940.00

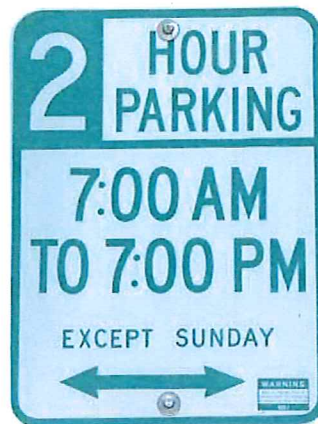
On-street Parking Restrictions

On-street parking restrictions in downtown Beloit must be clearly displayed on signage to communicate the message at a glance. Signage should be easy to understand/read while driving. Typically, this means presenting prominently the number associated with the hourly restriction along with hours/days of enforcement. On-street parking time limits must be easily understood to help create turnover and availability for visitors. A sample of similar signage is provided in Figure 47.

We recommend that the signage note enforcement as follows:

- 2-Hour Parking – Enforced 8AM-8PM Mon-Sat
- 4-Hour Parking – Enforced 8AM-8PM Mon-Fri

Figure 47: Sample Signage – 2-Hour Time Limit



Source: Walker Parking Consultants

Off-street parking Restrictions

The off-street supply will be more actively managed under the recommended changes to the system. Signage communicating the 3-hour time limit within the public off-street lots where the policy applies will need to be installed. The signs would provide information regarding the 1-hour time limit, when it is enforced and the resident exemption. A sample of similar signage is provided in Figure 48.

We recommend that the sign note enforcement as follows:

- 3-Hour – Enforced 8AM-8PM Mon-Fri
- 3-Hour, Monthly Permits Exempted – Enforced 8AM-8PM Mon-Fri
- Monthly Permits (and Long-Term Parkers) – Enforced 8AM-8PM Mon-Fri

The sign should note "Monthly Permits" instead of "Employee Permits" to allow for potential resident permit parking, if needed.



MARCH 9, 2017

31-7940.00

Figure 48: Sample Signage – 2-Hour Time Limit, Permit Exempted



Source: Walker Parking Consultants

STREET & CURB MARKINGS

Although these may not be fully visible during winter months, we believe that curb and street markings may improve compliance with current code restrictions on location of legal parking. We believe that signage, as presented above, could help reduce the instances of vehicles reducing safety by parking too near intersections. Many communities also provide a yellow line painted on the curb to note the end of legal parking near an intersection.

Potentially a more significant issue that persists in the study area is vehicles over 20' long parking within diagonal spaces. We believe that adding pavement markings at the rear limit of length will help drivers make a decision to either park illegally, or find another more appropriate place to park. It may be best to implement in spring and enforce heavily during that period so the policy is well understood by the following winter.

PUBLIC NOTICES

Finally, notices should be prepared to reflect policy changes. These notices should be provided to those in the impacted area, and also posted on the parking website (once developed). Notices are especially important for those who do not have internet access, or an email account registered with the City.

Printable/reproducible versions of some of this information should be made available to business owners so they may post the information in their establishments if desired. These notices should also be provided to local news outlets (print, radio, television, web).

CITY OF BELOIT

REPORTS AND PRESENTATIONS TO TRAFFIC REVIEW COMMITTEE

Action Required * Information Only Options Attached

Date: May 22, 2017
Presenter(s): Jason Dupuis
Departments(s): Public Works-Engineering

Topic / Purpose for Presentation:

Proposed Park Avenue bike lanes.

Background Information:

The City of Beloit and the City of South Beloit are involved in a joint project to provide bicycle lanes along Park Avenue.

Key Issues (maximum of 5):

1. In the past, the City of South Beloit had been considering revitalizing the Wheeler Avenue Bridge to provide a bike connection between the two communities. South Beloit received an Illinois Transportation Enhancement Program (ITEP) grant related to the proposed bridge work however, the cost for the project was prohibitively high.
 2. The City of Beloit and South Beloit began to research alternative routes to link the two cities by bike.
 3. Park Avenue is currently a 4-lane undivided roadway between Gardner Street (IL-75) in South Beloit and Broad Street (US-51) in Beloit. The current AADT for this portion of Park Avenue is 2900 and the current speed limit is posted at 30 MPH in Illinois and 25 MPH in Beloit.
 4. The proposal is to convert the current outside travel lane to a 5' bike lane with a buffer zone between the bikes and automobiles (see attached map).
 5. The current project will be completed with pavement markings and updated signage. The City of South Beloit is planning to contact IDOT to go over future infrastructure improvements at the intersection of Park Avenue and Gardner Street
-

Action Required / Recommendation / Evaluation:

Information only.

Fiscal Note:

The cost of the project will be split proportionally between the City of Beloit and the City of South Beloit.

