

**VILLAGE OF PLEASANT PRAIRIE
PARKS COMMISSION
Village Hall Auditorium
9915 39th Avenue
Pleasant Prairie, Wisconsin 53158
November 5, 2008
6:00 p.m.**

A regular meeting of the Pleasant Prairie Parks Commission was held on Wednesday, November 5, 2008, 6:00 p.m. Present were Michaeline Day, Glenn Christiansen, Kathleen Burns, William Mills, Monica Yuhas and Jim Bandura. Troy Holm was absent. Rita Christiansen and Michael Russert were excused. Also present were John Steinbrink, Jr., Superintendent of Streets and Ruth Mack, Clerical Secretary.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. CONSIDER AND APPROVE OCTOBER 7, 2008 PARKS COMMISSION MEETING MINUTES**

Michaeline Day:

In your packet you have your October 7, 2008 Parks Commission meeting minutes. If you haven't had a moment to look at them, if you have looked at them can I have a motion to approve.

Jim Bandura moved to approve the Parks Commission Meeting minutes of the October 7, 2008 meeting presented in their written form: Seconded by Monica Yuhas. Motion carried 6-0.

- 4. CITIZEN COMMENTS**
- 5. NEW BUSINESS**
 - a) Discuss and Approve Connecting Pleasant Prairie Bike Trail with the City of Kenosha Trail - Mike Callovi, Planning Technician, City of Kenosha**

John Steinbrink, Jr.:

I will do the presenting, Ms. Day. I was approached by Mike Callovi with the City of Kenosha Planning. What they were looking at doing is trying to find a way to make some connectivity between our existing trail that we have, which in your packet as the first slide that you have it is identified in the solid blue where it comes down 89th off of 7th Avenue and 91st—or, I'm sorry, let me backtrack. It comes down 7th Avenue over the tracks and down 91st to 17th, it heads north on 17th to 89th, travels west again over to 30th where it intercepts with the beginning of the Kenosha County Bicycle Trail. That's the

way that everything is posted right now and identified on all of our maps.

What Mr. Callovi is proposing is in the hashed blue where it comes straight down 91st is extending the trail down to 91st, and the designations with the hashing is anything hashed in blue is on City right of way. Anything in hashed red is going to be on Village right of way. So they're proposing to make connectivity from 91st Street for a small section of 22nd Avenue and angling down to Springbrook and just tying into the Kenosha County Bike Trail through there.

After speaking with Mr. Callovi just prior to the meeting I had asked him why wouldn't you want to have the connectivity on 22nd Avenue to kind of make it a straight shot, and with the area of available roadway and the amount of traffic that's on there we thought there's really a lot less traffic routing it this way. And so for the safety of everyone using it at this time without going into great expense expanding the roadway and making an off street trail, just by putting some signs on 91st and down on Springbrook we can accomplish this goal.

The City has agreed to purchase the signs and then the Village would do the installation and maintenance of those signs moving forward.

On the second slide that we have it shows our existing Park and Open Space Plan that was approved in 2004 by the Parks Commission and Village Board and Plan Commission. It shows it coming down 91st to 22nd, heading north on 22nd and tying into 89th, and it's kind of our only connectivity. I'm sure really back at the time we were looking at this we were just looking at the easiest route on the main roads to accomplish the goal of developing a plan. But once we started looking at it a little bit more in detail, we thought it probably does make a little more sense if we can take it on 17th to 89th because then you're really not dealing with the volume of traffic. So if you have a lot of kids that are using it to and from school, anyone using it from Carol Beach getting onto the bike trail or vice versa, by keeping those people off of 22nd Avenue it really makes it a much safer route both ways going through.

And so I guess I would probably propose to make an amendment to our map number 4 of our Park and Open Space Plan to reflect what is shown on the first slide. It's under new business, sub topic a) with the blue and red hash lines and the solid blue as our proposed bike plan for the connectivity of 91st over to the Kenosha County Bicycle Trail.

Michaeline Day:

Can I entertain any questions?

Jim Bandura:

So they are proposing 91st to Springbrook?

John Steinbrink, Jr.:

Correct, right. So we're actually just adding onto our existing rail is what we're doing. And then we're really changing our component of the trail which really isn't marked at this time, it's just pretty much on the plan which I'm not sure how many people really know what's on there. There's really no markings once you get west of the tracks per se. There really is no bicycle markings on there.

In our capital plan for 2009 as part of our paving program the Village is working with the City of Kenosha to actually repave 91st from Sheridan Road down to the tracks. And so as a part of that reconstruction we would stripe a bicycle lane coming along there off of 7th Avenue on the south side to make it as safe as we can. And then anything beyond Sheridan Road to the west is already road right of way that's in pretty decent shape. So it really wouldn't need much more improvement, more so than just the signs. Curb to curb is probably around 44 feet so it's a pretty wide section of road. It's just marked as a two lane road like a parking lane on each side. The bicycles would travel on that parking lane per se, turn onto 17th where it's also concrete, run down 89th instead of going down 22nd the way that it's identified right now.

The only thing that we're proposing to add to it would be coming down 91st to 22nd and kind of angling down onto Springbrook road and tying onto the trail there. And so if somebody wanted just to go along the bike trail going north instead of going all the way down to Tremper, 89th and back tracking up, they could just take Springbrook up and it would be a marked trail along that area.

William Mills:

The only question I guess I would have is that a direction that you actually want to send people? Springbrook Road is a fairly narrow street, and I know that there's been a lot of speeding problems along that piece of road. I just wonder how safe it is to kind of direct bicyclists down that road.

John Steinbrink, Jr.:

I guess that's a fair question. I'm really not aware of any real speeding problems in there. Maybe that's something we could research with our Police Chief and find out any history of violations along there just to make sure it is safe. I'm not sure if the City has any information on there as far as speeding. Now that Mr. Mills says that, I do recall having some accidents around that curve where I believe it was Kenosha County put up that flashing yellow arrow sign. So maybe that's something that we would have to consider then.

Really what is the benefit then of having the new hashed red and blue when just having the solid line that we have from 91st to 17th to 89th just kind of be our primary path. Is that something that would be acceptable to the City, and just marking it and not having it run on 22nd whatsoever. I guess my question to Mike would be why would you want to have that along Springbrook and 91st versus just having them go down to 89th and double back on 17th?

Mike Callovi:

Because it's an easier route. And we've found that people aren't as concerned with traffic. The more bicycles that are on the route, the more traffic gets used to seeing them there and it usually isn't a problem. We find there is increased safety when bike traffic is funneled through one area. Traffic will slow down.

Michaeline Day:

Plus previously there was no signage for bicyclists. Then with this plan motorists will see that this is a designated bicycle route. Whereas previously it might have been more dangerous without the signage and now we'll have some signage.

Mike Callovi:

That will help.

Monica Yuhas:

Regarding signage what are your prerequisites for doing that? How many feet? Are there going to be a couple signs on the path?

Mike Callovi:

There is no standard for placing the signs. We would put one at the intersection of 91st and 22nd Ave and put one or two at access points. We would place one where 93rd branches off and wherever there could be confusion.

Monica Yuhas:

Thank you.

Glenn Christiansen:

On Springbrook, I'm sure bicyclists would not want to ride in the gravel to be safe. Is Springbrook wide enough?

John Steinbrink, Jr.:

It's a paved shoulder.

Mike Callovi:

I've ridden it myself at 8:00am and I had plenty of room outside of the white line.

Jim Bandura:

What is the speed limit there?

John Steinbrink, Jr.:

I believe it's 35 miles per hour.

Jim Bandura:

What about concerns at 93rd and Springbrook navigating with cars. Won't that be difficult?

John Steinbrink, Jr.:

I know that in the future I believe also in our capital plan for the next—it's not coming next year but I believe it's the following year the Village plans on completing construction of a roundabout in that area because that really is one of those odd geometry intersections where you really don't have them coming perpendicular from all angles. So we are looking at incorporating a roundabout in there.

Mr. Bandura, I guess I do agree with you, because when you're traveling would you be like in a northeast direction it's probably the safest because you're really not crossing that lane of traffic. But when you're going in a southwest direction then you kind of do have to navigate around there. So there probably is a little bit of danger going in there. But with the proper signage hopefully you can make that as safe as you can be.

Going back to Ms. Yuhas's question about the signage, in the MUTCD, which is the Manual for Uniform Traffic Control Devices, there is a section on there for bike lanes and marking asphalt and roadways and such. So with the coordination of the Village public works and engineering and the City planning we'll come up with a plan that we feel is as safe as we can have making sure incorporating everything Mike had talked about with the intersections and then everything that the Village knows and use that with our expertise and make sure that we install that as safely as possible with all the proper signage and reflectiveness and the distances and so forth.

Michaeline Day:

Okay, any other questions?

Jim Bandura:

Wouldn't it be best just to run it on the south side both ways? I don't know.

John Steinbrink, Jr.:

I would assume that you would probably just mark the signs on one side. You really

wouldn't have signs marking on both sides would you, or would you normally do something like that?

Mike Callovi:

We would mark with signs on both sides. Bikes ride on both sides.

Michaeline Day:

Correct, you just can't put it on one side of the road.

John Steinbrink, Jr.:

And I guess it would be a little bit safer also because if you have a bicycle that's crossing on a two foot shoulder now it probably takes like six feet across versus just two. I know you're really forcing that outside person into the lane of traffic. Where if they were on the other side they are just on the other paved shoulder. And they wouldn't have to exercise caution when they got to the intersection of 29th and Springbrook, but that's probably safer having it on both sides versus just having them go on one side and after crossing be forced out into oncoming traffic.

Michaeline Day:

I live on a County road which is a bike route that everyone is on, and I do feel that—and it's a County road and it's a very busy road, but I think that the markings on our road and the way that traffic—I do believe that with the markings people do pay attention and it does slow people down. It's far better, I would agree with Mike, to have a designated route than have people—because on a weekend continuously there's continuous bikes on my road and traffic knows that. Whereas if they start going all over the place then, oh, a bike. So I do agree that it's good to have a path with signage.

John Steinbrink, Jr.:

And I guess one more comment that I would add to this before the Board acts on it is that by having an identified path on our plan it makes us or allows us to apply for grants through the DNR to make more improvements. And so by having this plan in place and having it signed, then we can go through and apply for grants. So if we can do some improvements, whatever it might be for some lane markings or for an off street trail or whatever that it might be, by having it as a part of our plan probably increases our point value towards being awarded those grants in the future.

Michaeline Day:

One of our objectives as a Parks Commission, too, and the bike trails was to have connectivity between Pleasant Prairie and Kenosha and Lake County, Illinois and all the way up so that people can ride their bikes more than in an area. So I think this is a good start to connect our communities as well.

Kathleen Burns:

I appreciate, Mike, that you came forward to bring it to the Board to consider, that we partner with the City. I think that's a real positive that you approach us. It fits into our plan of what we're looking for. But any linkage between Pleasant Prairie and the City I see as a positive so I appreciate that you came forward and brought it to us for consideration.

Michaeline Day:

If there's no other comments or concerns I'd like to call this up to a vote or a motion. Oh, yes, I'm sorry.

Don Moldenhauer:

I'm an alderman in the City of Kenosha and a bike rider. I'd just like to thank Mike for promoting the bike trail and I'm happy with Pleasant Prairie's collaboration to take advantage to expand and connect the trails.

Michaeline Day:

The bike population, like I said I'm on a County road where there's a tremendous amount of traffic, has done nothing but quadruple since we've lived there. It was rarely that you saw bikes out there and now there's constant bicyclists. I think it's good, good entertainment, good exercise and I agree with you. If you give someplace for you all to ride that would be terrific.

Don Moldenhauer:

I have encountered roundabouts on some of my rides.

Michaeline Day:

No kidding?

Don Moldenhauer:

(Inaudible)

Michaeline Day:

Wow, yeah, thank you.

William Mills:

Is there an opportunity for a—we've put together our bike plan in our parks plan. Is there

an opportunity to take a look at the Kenosha plan and try to ensure, because I know that we have coming up here very soon where we're going to have to take a look at that plan again and maybe consider what Kenosha's future plans are as well just to make sure that we're matched up well.

Michaeline Day:

I do believe that when we did our master plan last time we did have that information available.

John Steinbrink, Jr.:

That's correct. The City has always been very willing to share their plan with us and likewise us with them to make sure we do have continuity with the trails at the borders. This is just one facet of how working together really gives both communities a really nice product at the end of the day.

Michaeline Day:

It's a big jigsaw puzzle to put all together. No other discussion? Can I have a motion to accept?

Monica Yuhas:

We're making a motion to amend—

Michaeline Day:

Amend our park.

Monica Yuhas:

—to map 4?

John Steinbrink, Jr.:

Right, that is correct. Then it would have to go before the Plan and Village Board I would assume before it's officially adopted as a part of that master plan. But this is just the first step in the process.

Monica Yuhas:

I'll make the motion to approve the amendment of map 4 to the Open Space Park Plan.

Glenn Christiansen:

Second.

Michaeline Day:

Any more discussion? Call for a vote please. All in favor?

Voices:

Aye.

Michaeline Day:

Opposed? Hearing none. Thank you very much, Mike, for bringing it up. Thank you, Mr. Alderman, for attending our meeting and your insight, too.

6. PARKS COMMISSION COMMENTS

Michaeline Day:

Any Parks Commission comments at all?

Monica Yuhas:

I would just like to bring up that we are having the veterans memorial ceremony on Sunday at 1:30 out at Lake Andrea so if anyone can attend.

John Steinbrink, Jr.:

Veterans Memorial Ballfield, the veterans memorial.

Michaeline Day:

Do you want to expand a little bit what the ceremony is going to be at all?

John Steinbrink, Jr.:

It's at 1:30 p.m. We try to work it out so we're kind of in the loop of all the veterans memorials around Kenosha County. We really plan on having the same type of ceremony as we had last year. We have the color guard going to be there. We have many organizations that will be represented in there. And we do plan on reading off the names of anyone that has a new brick since we had our last ceremony up to present. And there will be refreshments also. The weather hopefully holds out and it should be a very nice event again for the community.

Michaeline Day:

Terrific. Thank you for bringing that up, Monica. As there are no other items on our agenda can I have a motion to adjourn? Oh, you do have a comment.

Glenn Christiansen:

I just want to say that we took our 6 year old grand-daughter to Halloween Fest. High marks for the story-telling around the fire and for the hayride in Prairie Springs Park.

John Steinbrink, Jr.:

It's good to hear. It is a really good event and it was very well attended this year. Another successful event out at Lake Andrea. As long as I keep baling hay we will have a hay ride.

Michaeline Day:

When is the breakfast with Santa?

John Steinbrink, Jr.:

I believe it's coming up the first and second Saturday.

Michaeline Day:

Both Saturdays in December?

John Steinbrink, Jr.:

Yes, two Saturdays. I know I'm cooking on those days and I'm pretty sure it's December 7th and the 14th or 6th and the 13th, wherever that Saturday falls.

Michaeline Day:

Okay, thank you. Any other comments?

7. ADJOURNMENT

Jim Bandura moved to adjourn the meeting. Seconded by Glenn Christiansen. Motion carried 6-0.

Michaeline Day:

Thank you.