



# City of Grand Island

**Tuesday, July 08, 2003  
Special Mtg/Council Session**

## **Item G3**

### **Approving Minutes of July 1, 2003 City Council Study Session**

*The Minutes of July 1, 2003 City Council Study Session are submitted for approval. See attached MINUTES.*

**Staff Contact: RaNae Edwards**

## OFFICIAL PROCEEDINGS

### CITY OF GRAND ISLAND, NEBRASKA

#### MINUTES OF CITY COUNCIL STUDY SESSION

July 1, 2003

Pursuant to due call and notice thereof, a Study Session of the City Council of the City of Grand Island, Nebraska was conducted in the Council Chambers of City Hall, 100 East First Street, on July 1, 2003. Notice of the meeting was given in the Grand Island Independent on June 25, 2003.

Mayor Jay Vavricek called the meeting to order at 7:00 p.m. The following members were present: Councilmembers Whitesides, Pielstick, Nickerson, Seifert, Pauly, Hornady, Walker, and Haase. Councilmember Meyer was absent. The following City Officials were present: City Administrator Marlan Ferguson, City Clerk RaNae Edwards, Public Works Director Steve Riehle, City Attorney Doug Walker and Finance Director David Springer.

RESERVES TIME TO SPEAK ON AGENDA ITEMS: One individual reserved time to speak on agenda items.

Presentation Regarding Public Access to Defibrillation: Chad Bluschke with the Grand Island Fire Department presented a power point presentation concerning automated external defibrillators and explained the programs in place to make defibrillators accessible to the public. Mr. Bluschke demonstrated an automated external defibrillator. Currently there were approximately 20 defibrillators in the City. The ultimate goal was to have automated external defibrillators at all businesses in town. Early defibrillation saves lives. Each defibrillator costs between \$1,500 and \$3,000.

Discussion Concerning Parking in Front Yards: City Attorney Doug Walker reported that the City Council previously expressed interest in developing an ordinance to deal with the problem of people parking in their front yards. The proposed ordinance deals directly with this problem as a parking restriction without revising the zoning ordinances. The interaction between the zoning ordinance and the new parking ordinance was in relation to the zoning code's restriction on the location of driveways and improved parking areas in the front yard of a premises.

An ordinance of this type presented drafting challenges to try and make provisions that would work for the entire community and be enforceable.

Councilmember Pielstick commented on the Community Development Board survey with regards to parking in the front yards. Councilmember Nickerson stated it was a shame that we had to monitor decent judgment, but was glad we were taking a stand. Back yards and side yards were discussed. Councilmember Whitesides stated concerns about telling home owners what they can and cannot do with their property, but also felt it was needed. Councilmember Haase questioned if a property owner would be able to come to the City and request parking in those areas where there was not adequate parking. Mr. Walker stated this ordinance would not change locations for parking currently in code.

Craig Lewis, Building Department Director commented on parking in front of apartment complexes. Current gravel, concrete, asphalt, brick, stone or crushed rock would still be allowed. This ordinance addressed the problem of people parking on their front lawns. Discussion was held concerning the definition of front yards. Mr. Lewis stated the zoning regulations covered the definition adequately.

Randy Schoensten, 1132 South Greenwich, spoke regards to limiting the citizens' rights of doing what they want to do with their own property. Discussed was "where do you draw the line?"

Councilmember Pielstick requested that this item be brought before Council at the July 22, 2003 City Council Regular Meeting.

Update Concerning City Directional Signage. Public Works Director Steve Riehle reported that in April of 2000, RDG Crose Gardner Shukert completed a study on creating an identity for Downtown Grand Island. The Consultant recommended that the City institute a Wayfinding sign program. Wayfinding signs could be used to direct people around the City, lead them to their destination, and announce their arrival at a defined district or area of the community such as South Locust, the Mall area, or Downtown. The City had constructed "Gateway" signs at the Blackstone Island and Pioneer Park to establish an entrance to Downtown, but directional signs were needed to lead visitors to this area and other community attractions.

The Street Division of the Public Works Department had created a layout for signs at the intersection of US Highway 34 and South Locust Street for review. A list of signs proposed for the first phase of the project were presented. The cost of each sign was approximately \$800. Sixteen total signs were recommended in phase one. Maintenance would be minimal.

Councilmember Pielstick recommended meeting with the Downtown Businesses to see what they were doing.

Discussion Concerning Advance Warning on US Highway 281 for Signalized Intersections. Public Works Director Steve Riehle reported that when drivers enter a community, they expected to be stopped by a traffic signal. Sometimes drivers failed to see the first signal. In urban areas, the pedestrian signal would flash "Don't Walk" prior to a signal change. Many motorists use this "Don't Walk" signal to anticipate the need to stop.

The City of Grand Island had worked with the Nebraska Department of Roads to add flashing yellow lights and signs to warn motorists that a signal is red or going to turn red. The flashing yellow lights and signs were in place at intersections on the perimeter of the City. The Transportation Subcommittee of the Comprehensive Plan recommended adding flashing yellow advance signal lights where speeds were at or above 45 MPH approaching a signalized intersection.

Two alternatives for improvements were available. The first was re-working the current pedestrian signals for auto recall. This allowed the flashing "Don't Walk" to warn the motorist of the impending signal change. The cost for this change was minimal. The second alternative was

proceeding with installation of lights and signs at designated intersections. The estimated cost for one set of flashing signals and signs was \$15,000 per direction on a multi-lane roadway like US Highway 281.

Discussion was had concerning the reduction in traffic accidents when flashing lights were installed. Left turn arrows were also discussed. Cost sharing was discussed as a possibility.

Tom Purnie representing the Transportation Subcommittee spoke in support of the flashing lights.

Discussion Concerning Change Orders by the Public Works Department. Public Works Director Steve Riehle presented a power point presentation regarding the reasons for change orders. Reviewed were Contractor's Bid, Specifications, Reasons for Change Orders, and the Change Order Process.

ADJOURNMENT: The meeting was adjourned at 9:00 p.m.

Respectfully submitted,

RaNae Edwards  
City Clerk