

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, January 21, 2013
City Hall, Room 207
5:30 pm**

MEMBERS: Vice Chairperson Bryan Lipke (acting Chairperson), Alderman Thomas Sladek, Lt. Ackermann, Charles Karow, and 2 vacancies

ABSENT: Chairperson Matt Kuepers (excused)

OTHERS PRESENT: Alderman Tim DeWane, Alderman David Boyce, and Recording Secretary and Traffic Engineer Dave Hansen

GENERAL BUSINESS

1. Approval of the minutes from the November 19, 2012 Traffic Commission meeting.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the minutes from the November 19, 2012 Traffic Commission meeting be approved.

2. Report by the Police Department of the 2012 4th quarter serious injury and fatality crashes.

Lt. Ackermann stated that there were no serious injuries or fatalities to report from the 4th quarter of 2012.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried to receive and place on file the report by the Police Department of the 2012 4th quarter serious injury and fatality crashes.

INITIAL REQUESTS

3. Request by Ald. Boyce on behalf of the Northwest Railway Garden Neighborhood Association to establish a NO PARKING zone on Lyndon Street near Velp Avenue.

David Hansen, City Traffic Engineer, stated he met with the president of the Northwest Railway Garden Neighborhood Association about the request last week. He displayed a map and photos of the newly realigned Lyndon St at Velp Ave. The intersection reconstruction took place in 2012, and involved bringing in Lyndon St at a right angle to Velp Ave, where in the previous condition, it intersected at approximately a 45 degree angle. Doing so introduced a curve in Lyndon St. The primary concern the neighborhood association has is that motorists park too close to the intersection with Velp Ave, creating a traffic safety issue for turning vehicles from Velp Ave. D. Hansen stated that it is typical to establish short NO PARKING HERE TO CORNER zones on side streets that intersect arterial streets to address such concerns, especially where there is a curve at the intersection. He supports the request.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried to suspend the rules to allow discussion.

Greg Maloney (1014 Lyndon St), president of the Northwest Railway Garden Neighborhood Association, spoke in support of the request, stating that motorists park too close to Velp Ave to allow safe turns. He supported staff recommendations.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried to return to the regular order of business.

A discussion took place about parking sign locations in relation to driveways; that other similar sidestreets have this restriction; and about the clear roadway width of Lyndon St.

Ald. Boyce questioned if a NO PARKING sign, if installed just south of the driveway nearest its proposed location, would block motorists' vision when exiting the driveway. D. Hansen responded that the mounting height to the bottom of the sign would be 7 ft, and won't become an obstruction.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that, on a 90-day trial, to:

- A. Establish a NO PARKING zone on the east side of Lyndon Street from Velp Avenue to a point 65 feet north of Velp Avenue.
 - B. Establish a NO PARKING zone on the west side of Lyndon Street from Velp Avenue to a point 50 feet north of Velp Avenue.
4. Request by Ald. Boyce to establish a NO PARKING 12 AM TO 3 AM zone on the east side of Washington Street from Doty Street to CityDeck Court.

D. Hansen stated he learned today that the request only pertains to the metered parking zones on the east side of the 100 block of S Washington St and the west side of the 200 block of N Washington St. The parking proposal came about from discussions between the Police Department, the Downtown Hospitality Association, Downtown Green Bay Inc. (DGBI), and the Mayor's Office. Parking is free in metered stalls after 6 PM on weeknights and all day on the weekends. The intention may be to establish NO STOPPING OR STANDING zones instead of NO PARKING, as the latter would allow motorists to pull up to the curb without getting out of their vehicles. He doesn't have enough information to form an opinion on the request, and that he would like to discuss it further with staff.

Ald. Boyce stated that while staff learns more about the request, Washington St business owners and workers could park their own vehicles in the subject areas before the issues occur that GBPD is trying to address. This item should be postponed in order to learn more about it, and to see if such an idea could resolve the issues.

A brief discussion took place that Commissioners do not know the overall issues that this request is trying to resolve.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried to postpone until the February 18, 2013 Traffic Commission meeting the request to establish a NO PARKING 12 AM TO 3 AM zone on the east side of Washington Street from Doty Street to CityDeck Court.

REFERRED BACK FROM COUNCIL

5. Request by Ald. Tim DeWane, on behalf of Shannon King, to replace YIELD signs with STOP signs at Chicago Street and Heyrman Street. (*Motion from Tuesday, December 11 meeting to refer item back to Traffic Commission*).

D. Hansen displayed a map of the intersection and neighborhood, and showed pictures of all approaches and view of the intersection. He stated that intersection site distance was more than adequate, and that both NB and SB YIELD signs were clearly visible from a distance. He reviewed intersection crash history and only found 1 crash which occurred in Oct 2011 with no injuries. That crash involved NB and EB vehicles where the NB motorist – who lived on a nearby street and likely familiar with the intersection - was at fault for failure to yield right-of-way, and was also cited for reckless driving. D. Hansen stated that only 1 crash in the intersection's history that is not correctable by the installation of a STOP sign is proof that the YIELD sign is the appropriate form of intersection control for this particular intersection.

Ald. Tim De Wane supports the request, and would like the floor opened for the requestor to speak.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried to suspend the rules for discussion.

Shannon King (1638 Chicago Street) spoke in favor of the request. She lives on the SE corner, and observes motorists blowing the YIELD signs on a regular basis. Child safety is her main concern. She doesn't feel her child is safe because she doesn't have a back yard. She stated motorists speed on these streets. Ald. Sladek stated that replacing YIELD signs with STOP signs could increase speeds on Chicago St. C. Karow questioned S. King if conflicting vehicles were present when she's witnessed motorists blow the YIELD signs. She responded sometimes, but that some are not slowing down. C. Karow stated that with the good sight distance that was presented in the photos that the YIELD signs

don't require motorists to necessarily slow down all the time if they can see that there are no conflicting movements in advance of the intersection. S. King responded she looked up the definition of YIELD and it said that motorists must slow down. When driving on Chicago St approaching Heyrman St, S. King slows down because she's never sure if someone is going to blow the YIELD sign. Lt. Ackermann questioned how many vehicles per day violate the YIELD condition. S. King responded about 6 to 10, with 1 to 2 near misses. D. Hansen stated that the near miss estimate seems high because only 1 crash has occurred at the intersection. S. King stated that's why she and many other motorists YIELD or STOP on Chicago St at the intersection. D. Hansen stated that motorist safety is actually better with most all motorists at all approaches slowing down, which is why there likely is only 1 crash on record.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried to return to the regular order of business.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the Police Department conduct a speed study of Chicago Street and Heyrman Street in response to the request to replace YIELD signs with STOP signs at Chicago Street and Heyrman Street.

REFERRED BACK FROM STUDY

6. Request by Ald. Boyce, on behalf of Maria Abella (887 Elmore Street), to install AUTISTIC CHILD AREA signs near her residence. (*Motion to refer to staff to develop a draft special warning signs policy which shall include the results of research into special warning sign effectiveness and a review by the Legal Department into the legal ramifications of such signs*).

D. Hansen stated that he would like to see action by the Traffic Commission tonight to (1) adopt a non-standard warning sign policy, and (2) respond to the request to install AUTISTIC CHILD AREA signs near 887 Elmore St. He conducted a study which was emailed to Commissioners in advance of the meeting. A hardcopy of the study was also handed out to each Commissioner at the meeting, and is provided with these minutes. He highlighted the major points of the memo, and recommended:

1. No new non-standard warning signs are to be installed on any City of Green Bay street.
2. Any existing non-standard warning signs on City of Green Bay streets may be allowed to remain in place until the end of their useful life, or that their need no longer exists, i.e., the person with the disability from the residence moves or dies. End of useful life includes but is not limited to sign knockdown damage, substandard sign retroreflectivity, removal due to conflicts with improvement projects, or change in conditions that make it possible to have the signs removed earlier.
3. The Legal Department reviews this memorandum and its recommendations, and provides a legal opinion on the ramifications of installing and maintaining non-standard warning signs in the City of Green Bay.

A lengthy discussion took place. Topics discussed included:

1. Concerns that such signs provide a false sense of security to the requestors.
2. Liability to the City for installing such signs.
3. That warning signs should caution motorists of an upcoming road condition that is present all the time, such as a tight curve or a STOP condition ahead.
4. That law enforcement cannot enforce the signs, as the signs don't tell motorists what to do in the event they encounter a disabled person.
5. That consideration to not allow these signs came about because of the recent installation of AUTISTIC CHILD AREA warning signs.
6. That blind and deaf persons lack one of the five human senses but other disabled classes on our signs do not.
7. That wheelchairs and scooters are much more prevalent in today's society than when the signs were first introduced, that motorists expect to see them and that the law addresses them in the same manner as a pedestrian.
8. That too many signs of one type breeds disrespect for them all, but that the City doesn't have many blind and deaf person area signs.
9. That the studies have not concluded that the signs improve or decrease traffic safety.

10. That other signs can be used instead of non-standard warning signs such as the pedestrian warning sign.
11. That any pedestrian could dart out into the street, not just one that is disabled.
12. Concern that giving preference to one disabled class over another could result in legal issues.
13. That motorists cannot pick out the deaf or blind child within a group of pedestrians.
14. That the Manual on Uniform Traffic Control Devices (MUTCD) requires engineering judgment on placement of all warning signs.
15. That the City currently has 13 locations where such signs are installed, and that all but 4 of these locations have been installed within the past decade (the City currently has no age limit requirements on these sign requests).
16. That it is unclear whether any agency has been sued over installation of these signs after a disabled pedestrian had been injured or killed.
17. That staff recommendations align closely with the State-adopted policy and other local agencies and nearby states.
18. That decisions to install such signs must be made on facts and not emotions.
19. That the Legal Department needs to weigh in on the recommendations before a policy can be adopted.

A motion was made by Ald. Sladek, seconded by Lt. Ackermann, and carried to postpone until the February 18, 2013 Traffic Commission meeting, in order to obtain the Legal Department's opinion, the request to install AUTISTIC CHILD AREA signs near 887 Elmore Street.

TERMINATION OF TRIAL PERIODS

7. That, on a 90-day trial, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Quincy Street from Emilie Street to a point 280 feet north of Emilie Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Quincy Street from Emilie Street to a point 280 feet north of Emilie Street be removed and adopted by ordinance.

8. That, on a 90-day trial, to remove the NO PARKING BUS LOADING ONLY 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Quincy Street from a point 230 feet south of Eliza Street to Eliza Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the NO PARKING BUS LOADING ONLY 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Quincy Street from a point 230 feet south of Eliza Street to Eliza Street be removed and adopted by ordinance.

9. That, on a 90-day trial, to establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Quincy Street from Emilie Street to Eliza Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Quincy Street from Emilie Street to Eliza Street be established and adopted by ordinance.

10. That, on a 90-day trial, to remove the NO PARKING zone on the west side of Bornemann Street from a point 100 feet south of Brook Street to a point 235 feet south of Brook Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the NO PARKING zone on the west side of Bornemann Street from a point 100 feet south of Brook Street to a point 235 feet south of Brook Street be removed and adopted by ordinance.

11. That, on a 90-day trial, to remove the NO STOPPING OR STANDING zone on the east side of Maple Avenue from Dousman Street to Kellogg Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the NO STOPPING OR STANDING zone on the east side of Maple Avenue from Dousman Street to Kellogg Street be removed and adopted by ordinance.

12. That, on a 90-day trial, to establish a NO PARKING 7 AM to 4 PM SCHOOL DAYS zone on the east side of Maple Avenue from Dousman Street to Kellogg Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that a NO PARKING 7 AM to 4 PM SCHOOL DAYS zone on the east side of Maple Avenue from Dousman Street to Kellogg Street be established and adopted by ordinance.

13. That, on a 90-day trial, to remove the NO PARKING zone on the west side of Maple Avenue from Dousman Street to a point 115 feet north of Dousman Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the NO PARKING zone on the west side of Maple Avenue from Dousman Street to a point 115 feet north of Dousman Street be removed and adopted by ordinance.

14. That, on a 90-day trial, to establish a NO STOPPING OR STANDING zone on the west side of Maple Avenue from Dousman Street to Kellogg Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that a NO STOPPING OR STANDING zone on the west side of Maple Avenue from Dousman Street to Kellogg Street

15. That, on a 90-day trial, to remove the 2-WAY STOP condition on Stuart Street at Jackson Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the 2-WAY STOP condition on Stuart Street at Jackson Street be removed and adopted by ordinance.

16. That, on a 90-day trial, to establish a 1-WAY STOP condition on eastbound Stuart Street at Jackson Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that a 1-WAY STOP condition on eastbound Stuart Street at Jackson Street be established and adopted by ordinance.

17. That, on a 90-day trial, to remove the 2-WAY YIELD condition on Van Buren Street at Stuart Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the 2-WAY YIELD condition on Van Buren Street at Stuart Street be removed and adopted by ordinance.

18. That, on a 90-day trial, to establish a 1-WAY STOP condition on westbound Stuart Street at Van Buren Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that establish a 1-WAY STOP condition on westbound Stuart Street at Van Buren Street be established and adopted by ordinance.

19. That, on a 90-day trial, to establish a 1-WAY YIELD condition on Eileen Street at Hampton Avenue.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that a 1-WAY YIELD condition on Eileen Street at Hampton Avenue be established and adopted by ordinance.

20. That, on a 90-day trial, to establish a 1-WAY YIELD condition on Robinson Avenue at Hampton Avenue.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that a 1-WAY YIELD condition on Robinson Avenue at Hampton Avenue be established and adopted by ordinance.

21. That, on a 90-day trial, to remove the NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Fagerville Way from a point 400 feet west of Sussex Road to Sussex Road.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Fagerville Way from a point 400 feet west of Sussex Road to Sussex Road be removed and adopted by ordinance.

22. That, on a 90-day trial, to establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Fagerville Way from a point 350 feet west of Sussex Road to Sussex Road.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Fagerville Way from a point 350 feet west of Sussex Road to Sussex Road be established and adopted by ordinance.

23. That, on a 90-day trial, to remove the NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Gatewood Street from Liberty Street to a point 110 feet south of Biemeret Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Gatewood Street from Liberty Street to a point 110 feet south of Biemeret Street be removed and adopted by ordinance.

24. That, on a 90-day trial, to remove the NO PARKING zone on the east side of Gatewood Street from a point 110 feet south of Biemeret Street to Biemeret Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the NO PARKING zone on the east side of Gatewood Street from a point 110 feet south of Biemeret Street to Biemeret Street be removed and adopted by ordinance.

25. That, on a 90-day trial, to establish a NO STOPPING OR STANDING BUS LOADING ONLY 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Gatewood Street from a point 250 feet north of Liberty Street to Biemeret Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that a NO STOPPING OR STANDING BUS LOADING ONLY 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Gatewood Street from a point 250 feet north of Liberty Street to Biemeret Street be established and adopted by ordinance.

26. That, on a 90-day trial, to remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Harvey Street from Baird Street to Grove Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Harvey Street from Baird Street to Grove Street be removed and adopted by ordinance.

27. That, on a 90-day trial, to establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Harvey Street from Baird Street to Grove Street.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Harvey Street from Baird Street to Grove Street be established and adopted by ordinance.

There being no other items of discussion, a motion was made by Ald. Sladek, seconded by C. Karow, and carried to adjourn from the regular order of business. The meeting ended at 7:40 P.M.

The next Traffic Commission meeting is scheduled for Monday, February 18, 2013, at 5:30 P.M. in Room 207. Note that City Council is scheduled to meet this same evening.