

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, May 20, 2013
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Bryan Lipke, Lieutenant Karl Ackermann, Victoria Jones, and Daniel Theno

ABSENT: Charles Karow (excused) and Alderman Thomas Sladek (excused)

OTHERS PRESENT: Alderwoman Amy Kocho, Alderman Mark Steuer, and Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the minutes from the April 15, 2013 Traffic Commission meeting.

A motion was made by B. Lipke, seconded by D. Theno, and carried to approve the minutes from the April 15, 2013 Traffic Commission meeting.

The remaining items were taken in the following order: 3, 6, 2, 4, 5, and 7-10.

INITIAL REQUESTS

2. Request by the Parking Division to change the NO PARKING zone on both sides of Lawe Street from Jackson Street to the cul-de-sac east of Jackson Street to a PARKING BY RESIDENTIAL PERMIT ONLY zone. **(Ald. Tim De Wane – District 4)**

D. Hansen stated that there is a 90-year old resident that lives on the S side of this block that made the request to both the Parking Division and the alder. Lawe St has a clear roadway width of 36 ft which allows for 2 – 10 ft travel lanes and 2 – 8 ft parking lanes. The reason this block is posted NO PARKING is due to its proximity to both Bellin Health and St Vincent's Hospital, to keep the employees from parking onstreet. The street north, south, and west of Lawe St are posted NO PARKING RESIDENTIAL PERMIT ONLY 8 AM TO 8 PM, which also keeps hospital employees from parking onstreet. In discussions with Operations Director and Parking Manager Chris Pirlot, the NO PARKING zone around the bulb of the cul-de-sac needs to remain due to its small size which makes it difficult for DPW Operations trucks to turn around. D. Hansen supports the request.

Chair Kuepers stated his concern that if we allow this block to get residential permits that nearby blocks could also ask for them. D. Hansen responded that residential permit zones at the onset are carefully considered, and changes should and can occur within each permit zone area due to the changing population of the neighborhood. Residents within a newly-established permit area would have to apply individually for their parking passes.

V. Jones questioned if the request was for the segment of Lawe St east of Jackson St to the end of the cul-de-sac. D. Hansen responded yes. D. Theno questioned if residential permits supersede the citywide overnight parking ordinance (NO PARKING 3 AM TO 5 AM). D. Hansen responded no.

A motion was made by B. Lipke, seconded by V. Jones, and carried on a 90-day trial:

- A. To remove the NO PARKING zone on both sides of Lawe Street from Jackson Street to the cul-de-sac east of Jackson Street.

- B. To establish a NO PARKING RESIDENTIAL PERMIT ONLY 8 AM TO 8 PM zone on both sides of Lawe Street from Jackson Street to a point 165 feet east of Jackson Street.
- C. To establish a NO PARKING zone on both sides of Lawe Street from a point 165 feet east of Jackson Street to the cul-de-sac east of Jackson Street.
3. Request by the Traffic Engineer to establish a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Crest Lane at Pinehurst Avenue. **(Ald. Kocha – District 5)**

D. Hansen stated that in March, the Traffic Commission approved a similar request but on the north side of this same street/intersection. This request is basically the same but on the south side. The Martin Elementary school principal called him and stated that whenever staff does not place cones at this location that it gets parked up by parents and the crossing area get blocked.

There was no objection by Ald. Kocha.

A motion was made by D. Theno, seconded by B. Lipke, and carried to establish a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Crest Lane from Pinehurst Avenue to a point 75 ft west of Pinehurst Avenue.

4. Request by Ald. Steuer to add an eastbound to northbound left-turn arrow to the traffic signal at Dousman Street and Broadway. **(Ald. Steuer – District 10)**

D. Hansen showed 2 maps of the intersection and vicinity. He stated that the westbound approach currently has a lead phase, meaning that approach displays green left-turn and circular indications before that left-turn arrow is dropped and both the eastbound and westbound approaches display a common circular green. The eastbound approach does not have a dedicated left-turn bay/lane. The westbound does. Due to a narrow eastbound median and little to no sidewalk width available, a left-turn lane cannot be added to the eastbound approach. The only way to add a green arrow to the eastbound Dousman St approach would be to “split phase” Dousman St, meaning that one direction would get a green circle/arrow-yellow-red, followed by the opposite direction getting green circle/arrow-yellow-red. However, under this type of phasing, both the EB and WB through movements would not be able to operate at the same time like they currently do. This type of phasing is very uncommon and inefficient for an arterial street designed to carry higher volumes of traffic through the City and downtown. Regarding left-turn traffic volumes, over a 12-hour count in 2009 (7 AM to 7 PM), there were 114 total EB to NB left-turning vehicles compared to 1134 total WB to SB left-turning vehicles. No eastbound to northbound crashes occurred within the past 3 years. D. Hansen stated that not only can a left-turn lane not be constructed, but also he did not see the need for one.

Ald. Steuer stated that most complaints he’s received of this movement occur in the AM or PM peaks. He’s surprised that the EB left-turning traffic volume is so low. D. Hansen displayed AM, midday, PM, and all-day volume “width” diagrams of the traffic counts (the wider the line, the higher the volume, per movement), where you could easily see which movements have more traffic. Lt. Ackermann stated that the WB through and left turning movements need to be preserved and accommodated due to special events, downtown peak hours, and during the opening and closing of all Fox River bridges. There are special timing plans that go into effect during some of these events that favor those movements in order to handle the increase in temporary traffic volumes. He also mentioned that bike provisions exist at the intersection and across the Nitschke Bridge.

Ald. Steuer clarified that he is not interested in tearing up roads for improvements but rather was curious if the signal could be modified. He questioned that if the EB left-turn volume was higher, would it be possible then to add the arrow? D. Hansen responded that the EB left-turn volume would have to significantly increase or other safety issues develop before considering modifying the signal operations to include an EB left-turn arrow.

Ald. Boyce questioned if the use of a left-turn blank out sign is suggested or recommended at this location when the bridge opens/releases WB traffic and backs up. D. Hansen stated that DPW would consider such a sign during a reconstruction of the traffic signal equipment.

V. Jones questioned if there were other crashes at the intersection such as rear-end crashes. D. Hansen responded that other crashes occurred but that his crash analysis didn't look into the details of crashes other than the EB lefts.

A motion was made by D. Theno, seconded by V. Jones, and carried to receive and place on file the request to add an eastbound to northbound left-turn arrow to the traffic signal at Dousman Street and Broadway.

5. Request by Ald. Steuer to review the intersection of Dousman Street and Military Avenue, where Boland Road comes to a T-intersection at Dousman Street, specifically addressing the NO TURN ON RED sign on southbound Military Avenue. **(Ald. Steuer – District 10)**

D. Hansen displayed 2 maps of the intersection and vicinity, and noted the unique way that Boland Rd intersects Dousman St just W of the Military Ave traffic signalized intersection. SB Boland Rd motorists stopped at Dousman St must look over their left shoulders to see if SB Military Ave motorists may be approaching/conflicting before entering the intersection. A southbound NO RIGHT ON RED condition exists on Military Ave at Dousman St. D. Hansen stated that this turn restriction was added because of complaints from SB Boland Rd motorists. He stated that this turn restriction adds significant and oftentimes unnecessary wait times to SB Military Ave right-turning motorists since the SB Boland Rd traffic volumes are significantly lower than SB Military Ave right-turns. He confirmed the presence of a NO RIGHT ON RED sign for SB Military Ave at Dousman St. He questioned if the issue was lack of compliance of that condition as it may conflict with left-in and left/right-out traffic at Boland Rd and Dousman St. No Boland Rd/Dousman St crashes occurred within the past 3 years.

Ald. Steuer stated that complaints come from residents SB on Boland Rd at Dousman St wanting to take an EB right-turn onto Military Ave. It's an awkward movement, and it only takes a car or two to block that movement. Sometimes these motorists will make a SB right turn onto WB Dousman St, make a u-turn, and then proceed EB to Military Ave to make their right-turn. He has encouraged those motorists to rather access Dousman St via Murphy Dr, which is just W of Military Ave and parallels it. He acknowledges that building a cul-de-sac of Boland Rd at Dousman St could prevent the issue but would cost money. He questioned if crashes occur at Boland/Dousman. D. Hansen responded he didn't find any reports. During the design phase for the 2010 reconstruction of Military Ave that discussion took place about closing off Boland Rd at Dousman St while relocating its access via right-in, right-out just N of Dousman St onto Military Ave. That idea was not part of the final design or construction, and Boland Rd remained as-is. Since then, a stop bar with a STOP HERE ON RED sign were added on Dousman St just W of the Boland Rd intersection.

A discussion took place about consideration of constructing a cul-de-sac on Boland Rd at Dousman St, with some Commissioners stating their support of the idea in addition to some supporting the extension of Westfield Ave to Military Ave as a right-in, right-out intersection. D. Hansen questioned the need of extending access to Military Ave via Westfield Ave, as there are multiple nearby access points to Dousman St which lead to Military Ave. Ald. Steuer agreed that it would be less expensive to just close Boland Rd rather than close it plus open access to Military Ave. He lives in this neighborhood and avoids driving Boland Rd to Dousman St, as he's concerned of the lack of compliance to the SB NO RIGHT ON RED condition on Military Ave at Dousman St. D. Hansen stated that if Boland Rd were cul-de-saced at Dousman St that the SB NO RIGHT ON RED sign could be removed, and the efficiency of Military/Dousman would be improved. Ultimately, if any project would occur at this location, the Improvement & Service Committee (I&S) would make the final recommendation to Council to make the project a reality. If a bulb-type cul-de-sac were constructed, real estate acquisition may be required and the road

would bulb west. Ald. Steuer stated that he would like to talk with the neighborhood to determine if any of these options are favorable to them. Discussion took place to refer this item to I&S.

Ald. Boyce asked if a caution sign could be installed to discourage motorists from using Boland Rd at Dousman St. D. Hansen responded that warning signs are installed based off of a known condition or issue, but that there is no crash issue at the intersection and therefore doesn't recommend a sign to discourage its use.

D. Hansen stated he didn't see an immediate issue or threat at this intersection that would lead him to conclude that a cul-de-sac is needed or required to remedy an existing crash or safety issue. However, constructing a cul-de-sac would improve the efficiency of the Military/Dousman SB rights by the removal of the NO RIGHT ON RED condition.

Ald. Steuer wants to speak with the neighborhood and obtain their opinions of the various options available that were discussed tonight.

A motion was made by D. Theno, seconded by B. Lipke, and carried to postpone the request to review the intersection of Dousman Street and Military Avenue, where Boland Road comes to a T-intersection at Dousman Street, specifically addressing the NO TURN ON RED sign on southbound Military Avenue until the June 17, 2013 Traffic Commission meeting.

REFERRED BACK FROM STUDY

6. To refer to staff for speed study the request to evaluate the traffic speeds on Van Deuren Street at Newtols Street, and to consider switching the 2-WAY STOP condition from Newtols Street to Van Deuren Street, with possible action.

D. Hansen reported the results of the speed study which took place from Thu May 9 through Wed May 15, 2013. Eastbound traffic had an 85th percentile speed of 30 mph and an ADT of just under 700 vehicles per day (vpd). Westbound traffic had an 85th percentile speed of 30 mph and an ADT of 700 vpd. 10 mph pace speeds were between 20 and 30 mph and consisted of just under 70% of all traffic. Weekend and weekday speeds stayed consistent. Although speeds were greater than posted, they did not exceed the threshold as established in the City's neighborhood traffic calming policy. Based on a site visit, the intersection sight distance was more than the minimum required. One non-reportable crash (property damage only) took place within the past 3 years involving WB and NB vehicles resulting in minor damage. The traffic volume on Van Deuren St is greater than the traffic volume on Newtols St. D. Hansen could not find any compelling reason that switching the 2-WAY STOP condition would improve safety.

Lt. Ackermann supported the recommendations of D. Hansen, and clarified the definition of a non-reportable crash for Ald. Kocha.

D. Hansen detailed the graphs presented in the speed study results for Ald. Kocha. He noted the consistency of 85th and 95th percentile speeds regardless of the hour or day observed. He provided her with hard copies of both EB and WB speed survey reports.

Ald. Kocha didn't see the need to switch the STOP sign directions but would like the speeds monitored. Lt. Ackermann stated how officers determine when to pull over speeders and issue citations. In this situation, a speed board is likely to be more effective, and he will schedule this street for speed board placement.

A motion was made by B. Lipke, seconded by V. Jones, and carried to suspend the rules.

Thomas Grosenick (2006 Van Deuren St) questioned what percentage of traffic was traveling greater than 35 mph. D. Hansen responded with 2.5%. He observes speeds around dusk and when kids are playing. He lives at the corner of the intersection, and understands that switching the STOP sign direction won't change the speeds closer to Henry St where he believes the

speeding occurs. He believes speeding is greater in the WB direction. D. Hansen noted on the speed study report that 2.4% of WB traffic was speeding greater than 35 mph.

Lt. Ackermann stated that oftentimes it's the neighbors that are speeding in the neighborhood.

Ald. Steuer questioned the duration of a typical speed survey, and how we collect the data. D. Hansen responded that normally speed surveys are conducted over a 1 week time period in order to capture both weekday and weekend traffic but it may vary based on the objectives of each study. Speeds are collected using road tube counters.

A motion was made by D. Theno, seconded by B. Lipke, and carried to receive and place on file the request to evaluate the traffic speeds on Van Deuren Street at Newtols Street, and to consider switching the 2-WAY STOP condition from Newtols Street to Van Deuren Street, with possible action.

Lt. Ackermann clarified to Ald. Kocha that GBPD will still install temporary speed boards on Van Deuren St.

TERMINATION OF TRIAL PERIODS

7. That, on a 90-day trial, to remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Langlade Avenue from Briquet Street to Ridge Road.

A motion was made by D. Theno, seconded by V. Jones, and carried to remove and adopt by ordinance the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Langlade Avenue from Briquet Street to Ridge Road.

8. That, on a 90-day trial, to establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Langlade Avenue from Briquet Street to a point 90 feet west of Ridge Road.

A motion was made by D. Theno, seconded by V. Jones, and carried to establish and adopt by ordinance a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Langlade Avenue from Briquet Street to a point 90 feet west of Ridge Road.

9. That, on a 90-day trial, to establish a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Langlade Avenue from a point 90 feet west of Ridge Road to Ridge Road.

A motion was made by D. Theno, seconded by V. Jones, and carried to establish and adopt by ordinance a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Langlade Avenue from a point 90 feet west of Ridge Road to Ridge Road.

10. That, on a 90-day trial, to That the Traffic Engineer requests Jackson Elementary school staff to inform parents of the parking zone changes on Langlade Avenue.

A motion was made by M. Theno, seconded by V. Jones, and carried to receive and place on file that the Traffic Engineer requests Jackson Elementary school staff to inform parents of the parking zone changes on Langlade Avenue.

There being no other items of discussion, a motion was made by D. Theno, seconded by V. Jones, and carried to adjourn from the regular order of business. The meeting ended at 6:58 P.M.

The next Traffic Commission meeting is scheduled for Monday, June 17, 2013, at 5:30 P.M. in Room 207.