

**MINUTES OF THE  
TRAFFIC COMMISSION  
Monday, June 17, 2013  
City Hall, Room 207  
5:30 p.m.**

**MEMBERS:** Chairperson Matt Kuepers, Vice Chairperson Bryan Lipke, Alderman Thomas Sladek (arrived at 6:15 p.m.), Victoria Jones, and Daniel Theno

**ABSENT:** Lieutenant Karl Ackermann (excused) and Charles Karow (excused)

**OTHERS PRESENT:** Alderman Amy Kocha, Alderman David Boyce, Alderman Mark Steuer, Officer Mike Francois, Officer Eric Allen, Officer Scott Leaman, and Recording Secretary and Traffic Engineer Dave Hansen

GENERAL BUSINESS

1. Approval of the *amended* minutes from the May 20, 2013 Traffic Commission meeting.

A motion was made by B. Lipke, seconded by D. Theno, and carried to approve the amended minutes from the May 20, 2013 Traffic Commission meeting.

INITIAL REQUESTS

2. Request by Ald. Moore to establish a NO PARKING zone on the south side of Smith Street from a point 420 ft west of Elizabeth Street through the end of the cul-de-sac west of Elizabeth Street.

D. Hansen displayed a map and photos of the area. He stated that Smith St dead-ends at Farlin Park in this block. The resident(s) at 1518 has reported that park attendees during warm weather months block the driveway to their home. Additionally there is a fire hydrant present near the west end of the property. The requestor would like the street in front of their home posted NO PARKING. D. Hansen had no objections to the request.

A brief discussion took place on if any other parking restrictions exist on the block (none other than at the end of the cul-de-sac).

Alds. Boyce and Kocha expressed concern over a resident-installed parking sign on a tree in the north side terrace. The sign stated "Elvis Fans Parking ←→ Violators Will Be All Shook Up". Discussion took place whether the sign should be ordered removed from the city-owned tree. D. Hansen stated he could contact the abutting property owner to have the sign removed.

A motion was made by D. Theno, seconded by B. Lipke, and carried that, on a 90-day trial, to establish a NO PARKING zone on the south side of Smith Street from a point 420 ft west of Elizabeth Street through the end of the cul-de-sac west of Elizabeth Street.

3. Request by Roger Mogan to consider installing DO NOT BLOCK CROSSWALK signs at the left-turn lanes on Military Avenue at both West Mason Street and Shawano Avenue.

D. Hansen stated that he received a letter from former Traffic Commissioner Roger Mogan. D. Hansen shared it with Commissioners via email prior to the meeting and read the letter aloud at the meeting. D. Hansen showed a map of both intersections and photos of the existing signs at the crosswalks, which read STOP HERE ON RED. D. Hansen stated that the red-colored crosswalks are set further back than most local signalized intersection crosswalks. Motorists sometimes

occupy or drive over and past the crosswalks. This was the primary reason he installed the existing STOP HERE ON RED signs in the medians near the painted stop lines. He stated that motorists continue to violate the STOP HERE ON RED signs, and displayed photos confirming the violations. He recommended approving the request in attempts to improve motorist compliance with a different sign message.

Ald. Kocha questioned if both the proposed and existing signs could be installed on the same sign posts. D. Hansen responded that simple and less information is often more effective, and that adding more signs leads to sign clutter. Ald. Kocha stated that if the STOP HERE ON RED sign is removed that motorists may still move past the crosswalk. By installing both signs there would be 2 messages conveyed, and more signs may catch the motorists' eyes better. D. Hansen responded that large stop lines are already painted before each crosswalk, meaning stop here, and that the signs supplement the stop line markings. V. Jones recommended removing only one STOP HERE ON RED sign (signs exist on both left and right sides of left-turning vehicles) and replacing it with a DO NOT BLOCK CROSSWALK sign which satisfies the alder's request for displaying 2 messages yet leaves only 1 sign per post. D. Hansen responded that both left and right side sign assemblies exist because there are 2 left-turn lanes. When both lanes are occupied, only 1 sign assembly is visible by motorists in their respective lanes. D. Theno supports D. Hansen's recommendation. Having been a mayor, D. Theno believes in reducing sign clutter. V. Jones stated that the arrow on the existing signs may confuse motorists. V. Jones and M. Kuepers also support D. Hansen's recommendation.

A motion was made by D. Theno, seconded by B. Lipke, and carried to replace the STOP HERE ON RED signs with DO NOT BLOCK CROSSWALK signs at the left-turn lanes on Military Avenue at both West Mason Street and Shawano Avenue.

The remaining items were taken in the following order: 5, 4, 6, 7, 10, 8, and 9.

#### POSTPONED FROM PREVIOUS MEETING

4. 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. (Postponed from the May 20, 2013 Traffic Commission meeting)

Ald. Steuer stated that he attempted contacting the 2 property owners near the intersection with no success. He stated he spoke with other neighbors who suggested installing a NO LEFT TURN sign on southbound Boland Rd at Military Ave. He is starting the process of forming a neighborhood association. This request is one that could be addressed by them once formed. He and D. Hansen discussed this request in detail prior to the meeting, and both agree recommending receiving and placing on file the request so it can be handled in the future, at which time he would bring it forward.

Ald. Sladek arrived during the discussion of this item at approximately 6:15 PM.

A discussion took place about times when to restrict left turns; what existing traffic volume information exists (only turning movement counts at Military/Dousman); and that currently the low volume Boland Rd traffic is taking precedence over southbound Military Ave traffic by presence of the existing NO RIGHT ON RED sign, which is adding delay to the signalized intersection.

A motion was made by D. Theno, seconded by Ald. Sladek, and carried to receive and place on file 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.

## REFERRED BACK FROM STUDY

5. Request by Ald. Kocha to evaluate the necessity of the traffic signal at the intersection of Henry Street and Deckner Avenue. **(Ald. Kocha – District 5)**

D. Hansen displayed maps of the intersection and explained the existing lane usage and signal programming. He completed an evaluation of the intersection traffic signal warrants. He summarized the results of the warrants evaluated. No signal warrants were met, and stated that the signal is not necessary.

Ald. Kocha stated she thought the recommendation would have been to adjust the timing of the traffic signal. She questioned if the intersection is a dedicated school crossing. D. Hansen responded that Preble High School is nearby and a parochial school exists near the SW corner of the intersection.

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

Officer Allen supported the installation of a 4-WAY STOP if the traffic signal is removed, and suspects that speeds on Deckner Ave could increase if the intersection were converted to a 2-WAY STOP (Henry St stops for Deckner Ave).

D. Theno questioned if a 4-WAY STOP would increase speeds on the intersecting streets. D. Hansen stated that midblock speeds are likely to increase if an unwarranted 4-WAY STOP is installed. Further study is needed to determine final intersection traffic control if the traffic signal is considered for removal. In the meantime, adjustments to the start and end times of the nighttime flash could be completed.

Kurt Wipperfurth, 2084 Spring Creek Circle, is a cab driver and spoke against a 2-WAY STOP due to his belief that speeds would increase on Deckner Ave. He supports flashing the lights to improve warning of a STOP condition.

A motion was made by B. Lipke, seconded by V. Jones, and carried to return to regular order of business.

Ald. Kocha asked the Commission to receive and place on file the request, and to leave the traffic signal in place. She is concerned of speeding on Deckner Ave if removed. She supports adjusting the timing of the traffic signal. She is concerned that Henry St traffic would have difficulty entering or crossing Deckner Ave during peak hours if the intersection were converted to a 2-WAY STOP.

D. Hansen stated that the southbound to westbound truck traffic is significant. When the signal displays green, trucks get the gaps they need to enter WB Deckner Ave. Henry St traffic delay can be high during the school peak hour.

A motion was made by B. Lipke, seconded by V. Jones:

- A. To receive and place on file the request to evaluate the necessity of the traffic signal at the intersection of Henry Street and Deckner Avenue.
- B. That the Traffic Engineer evaluates the flash times of the traffic signal at the intersection of Henry Street and Deckner Avenue.

D. Theno voted no. Motion carried.

## TERMINATION OF TRIAL PERIODS

6. That, on a 90-day trial, to remove the NO PARKING zone on the north side of Crest Lane from Pinehurst Ave to a point 75 feet west of Pinehurst Avenue.

A motion was made by D. Theno and seconded by Ald. Sladek that the removal of the NO PARKING zone on the north side of Crest Lane from Pinehurst Ave to a point 75 feet west of Pinehurst Avenue be adopted by ordinance.

7. 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 Crest Lane from Pinehurst Ave to a point 75 feet west of Pinehurst Avenue.

A motion was made by D. Theno and seconded by Ald. Sladek that the establishment of a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Crest Lane from Pinehurst Ave to a point 75 feet west of Pinehurst Avenue be adopted by ordinance.

8. That, on a 90-day trial, to establish a NO STOPPING OR STANDING 12 AM TO 3 AM SATURDAY AND SUNDAY zone on the east side of Washington Street from Doty Street to East Walnut Street.

Items 8 and 9 were discussed together.

D. Hansen displayed maps showing the 2 areas under consideration. Since the 90-day trial began, he has received positive feedback from the Police Department, and has received negative feedback from 1 taxi cab driver whose primary concern is that no loading or unloading areas are allowed anymore in the 100 block of S Washington St.

A motion was made by Ald. Sladek, seconded by B. Lipke, and carried to suspend rules.

Kurt Wipperfurth, 2084 Spring Creek Circle, spoke on behalf of Abel Taxi & Tourists, and read a prepared statement. In summary, he recalled the 5 concerns that GBPD officers had in this area. He stated that loitering hasn't been reduced (sidewalk smokers), that more people are walking in the street since vehicles are no longer parked along Washington St, that taxis are forced to circle to block (environmental and fuel concerns), and that double parking from taxis is now replaced with double parking by squad cars. He offered 2 solutions to the ongoing issues. First is that businesses should use fixed cameras on buildings instead of mobile dash cameras, and second to make the entire 100 block of S Washington St taxi-accessible by creating a taxi loading zone near the Meyer Theater entrance.

Ald. Sladek asked K. Wipperfurth to clarify where he thinks a proposed taxi loading zone should be established. K. Wipperfurth responded from the first NO PARKING sign S of E Walnut St to the entrance of the Meyer Theater. This area would fit 4 to 5 cabs. D. Hansen clarified the proposed taxi loading area via Google Streetview and on the maps for discussion.

Ald. Steuer asked for clarification of the 5-MIN LOADING zone. D. Hansen responded that it expires at 11 PM.

Ald. Boyce suggested that Meyer Theater staff could hang temporary signs over the permanent parking signs, like is done during the On Broadway Farmer's Market. D. Theno stated that it's not Meyer Theater events that are creating the issues. D. Hansen stated that the Farmer's Market is a special event where temporary signs can be useful, but the parking zone under consideration is time-limited and permanent.

D. Theno questioned if 4 to 5 vehicles could park in the suggested taxi loading zone. D. Hansen estimates 3 vehicles could fit.

Officer Eric Allen spoke in favor of the request. He stated that the trial period has been successful. No tows have occurred. Compliance has been good. No parking tickets have been written in a while. Bartenders and owners in these blocks are supporting the parking restrictions. Police have allowed quick loading/unloading by patrons and taxis, but have problems once any vehicle sits and waits. This leads to other motorists thinking it's okay to park/load/unload, then they pull up behind them and stop. He supports a taxi loading zone on Doty St south to the Chase Bank entrance in the existing 4 metered stalls. Police could hood those meters from midnight to 3 AM and place TAXI LOADING ONLY messages on them, and enforce that loading area. This area is very close to the bar area yet outside of the 100 block of S Washington St.

D. Hansen pointed out on the map both the area that Ofc. Allen proposed for taxi loading, and the area that K. Wipperfurth proposed. They are both about the same walking distance to the main bar area. Street lights and a crosswalk exist at the Doty St intersection.

Officer Mike Francois spoke in favor of the request. He stated that if a taxi loading zone is created in the 100 block as described, then loitering will occur around it, blocking the pedestrian path and one of the areas they are trying to keep clear. He confirmed that police cars pull up in this block, but that has had a positive effect by deterring many events from happening. He stated we cannot completely solve the loitering issue since smoking is banned inside the bars. He supports Ofc. Allen's proposal of creating a taxi loading zone south of Doty St.

D. Theno spoke in support of creating the taxi loading zone proposed by the officers.

Ald. Steuer stated that perhaps the loitering issue could be taken up by the Protection & Welfare Committee. He asked K. Wipperfurth how the taxi loading area on Cherry St has worked. K. Wipperfurth responded that the area is mainly used as a waiting area during non-peak times, and not used much for passenger loading/unloading. The further the loading areas are from the bars, the less they are used for loading/unloading. Ald. Steuer stated that this is an opportunity for the bar owners to educate their patrons where the taxis are waiting. The key for the downtown plan to work is to keep these blocks open, and according to the officers, it is working.

Ald. Boyce questioned where motorcycles park. Ofc. Allen responded that anywhere a vehicle can park, a motorcycle can park.

M. Kuepers questioned why no other taxi companies showed up to support K. Wipperfurth's position and proposal. K. Wipperfurth stated they knew the meeting was taking place, but didn't know why they didn't show up. K. Wipperfurth understood the police would be recommending a taxi loading area south of Doty St, and that the other cab companies were also aware of that proposal. He supports why the police want the NO STOPPING OR STANDING zone, but still sees the benefit that parked cars create a barrier keeping pedestrians out of the street. Rather than intoxicated pedestrians walking into the sides of the taxis, they now step into the street. Some bar patrons cannot even walk ½ block to the proposed taxi loading areas.

M. Kuepers stated he supports the officers' proposals in the name of public safety.

Ald. Steuer stated that another option is to install guide signs pointing to the taxi loading areas. Ofc. Allen responded that bouncers do a good job of telling patrons where taxis are waiting.

Ofc. Francois supports taxi only loading areas, and not to allow limos or buses in them.

Ald. Sladek support D. Theno's position and applauded the Police Department for coming up with this compromise. He questioned how to move forward to establish the taxi loading area south of Doty St. D. Hansen responded that since the proposed loading zone is outside of the request area under discussion and consideration that a new request would need to be placed to the Traffic

Commission. Tonight, the Traffic Commission can only approve or deny or modify within the limits of the 90-day trial of a NO STOPPING OR STANDING zone; they cannot create new zones outside of the consideration area since it impacts others that may know nothing of this discussion. Ald. Sladek stated he could place such a communication at tomorrow's City Council meeting.

D. Theno supports a 90-day trial of the taxi loading zone south of Doty St. Ald. Sladek would like a separate request be made for the taxi loading zone.

M. Kuepers asked about extending the 90-day trial. D. Hansen stated it cannot be extended (per ordinance).

M. Steuer questioned how many taxis are in the downtown area around 1 AM. K. Wipperfurth responded up to 20 at a time depending on the time and events. There are about 60 in the metro area during this time frame.

D. Hansen questioned if those metered stalls under consideration have a lot of turnover. Officers responded yes.

Ald. Boyce suggested taxis use the 1<sup>st</sup> level of the Cherry St Ramp for loading/unloading. D. Hansen responded all but 2 stalls are already restricted parking stalls. The Parking Division regulates ramp stalls.

A motion was made by Ald. Sladek, seconded by B. Lipke, and carried that the establishment of a NO STOPPING OR STANDING 12 AM TO 3 AM SATURDAY AND SUNDAY zone on the east side of Washington Street from Doty Street to East Walnut Street be adopted by ordinance.

9. That, on a 90-day trial, to establish a NO STOPPING OR STANDING 12 AM TO 3 AM SATURDAY AND SUNDAY zone on the west side of Washington Street from Cherry Street to Pine Street.

Refer to Item 8 for discussion, as Items 8 and 9 were discussed together.

A motion was made by Ald. Sladek, seconded by B. Lipke, and carried that the establishment of a NO STOPPING OR STANDING 12 AM TO 3 AM SATURDAY AND SUNDAY zone on the west side of Washington Street from Cherry Street to Pine Street be adopted by ordinance.

10. That, on a 90-day trial, to remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Ernst Drive from Shirley Street to a point 415 feet south of Shirley Street.

A motion was made by D. Theno and seconded by Ald. Sladek that the removal of the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Ernst Drive from Shirley Street to a point 415 feet south of Shirley Street be adopted by ordinance.

There being no other items of discussion, a motion was made by D. Theno, seconded by B. Lipke, and carried to adjourn from the regular order of business. The meeting ended at 7:05 P.M.

The next Traffic Commission meeting is scheduled for Monday, July 15, 2013, at 5:30 P.M. in Room 207.