

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, September 16, 2013
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Bryan Lipke, Alderman Thomas Sladek, Lieutenant Karl Ackermann, Charles Karow, Victoria Jones, and Daniel Theno

ABSENT: None

OTHERS PRESENT: School Crossing Guard Administrator Ken Brodhagen, and City Traffic Engineer and Recording Secretary David Hansen

GENERAL BUSINESS

1. Approval of the minutes from the August 19, 2013 Traffic Commission meeting.

A motion was made by D. Theno, seconded by C. Karow, and carried to approve the minutes from the August 19, 2013 Traffic Commission meeting.

2. Report by the Police Department of the proposed 2013-2014 School Crossing Guard locations.

School Crossing Guard Administrator Ken Brodhagen handed out the proposed 2013-2014 crossing guard locations and hours report. The number of crossing guards and their respective intersections will remain the same as last year. Some location hours were changed to match changes in some school hours and crossing volumes. In total, there are 45 guards at 47 locations with 18 relief guards. Two intersections with low number of pedestrians crossing are Roosevelt/Cass and Hillside/Bader. He questions their necessity, and would like DPW to conduct a study at each location.

A motion was made by D. Theno, seconded by C. Karow, and carried to receive and place on file the report by the Police Department of the proposed 2013-2014 School Crossing Guard locations.

INITIAL REQUESTS

3. Request by Ald. Steuer to develop traffic calming pedestrian and yield signage within uncontrolled intersections on major arterial streets, such as Monroe Avenue, Webster Avenue, and Shawano Avenue, among others. **(All Alderpersons – All Districts)**

City Traffic Engineer David Hansen stated that this identical request was made to the Improvement & Service Committee last Wednesday. They motioned that the item be referred to the Traffic Engineer for study. Eng. Hansen stated that there is an existing ordinance that pertains to the request:

Ordinance 29.102 Traffic Powers and Duties (2) Designation of Crosswalks, Safety Zones, Safety Islands, Loading Zones, and Lanes for Traffic (a) Crosswalks. The Traffic Engineer may establish and designate, and shall thereafter maintain or cause to be maintained by appropriate devices, marks or lines upon the surface of the roadway, crosswalks at intersections where, in the engineer's opinion, there is particular danger to pedestrians crossing the roadway and at such other places as the engineer deems necessary.

Eng. Hansen cautioned of adopting a broad policy, as there are no “silver bullet” pedestrian crossing markings or devices that can be applied at all uncontrolled intersections with arterial streets. Each crossing is different, and if needed, should be evaluated based on its unique characteristics. There are many “tools in the toolbox” to address each type of crossing concern. He spoke with Ald. Steuer who after the conversation felt more informed on how we address pedestrian crossings throughout the city. Ald. Steuer told Eng. Hansen that the request originated at a neighborhood association meeting where residents requested in-street pedestrian crossing signs at Monroe/Eliza and Monroe/Emilie. Eng. Hansen stated that DPW already has a policy in-place for these signs. They are only used on a temporary basis at high volume pedestrian crossings (schools, special events) at DPW discretion. Preble HS and Franklin Middle use these signs. He recommended the request be received and placed on file since (1) an ordinance/policy exists that addresses the request, and (2) I&S motioned last week for the Traffic Engineer to conduct a study.

A motion was made by Ald. Sladek, seconded by D. Theno, and carried to suspend the rules.

Molly Martzke (1125 S Monroe Ave) is the vice president of the Astor Park Neighborhood Association (APNA) spoke on behalf of the APNA, who are concerned with speeds on Monroe and Webster Aves. They have been working with their community service officer. They want safe pedestrian crossings of these streets. They want to help solve their traffic concerns with city staff. They also want to clear up the confusion that happened with the installation of the in-street signs at Monroe/Emilie and Monroe/Eliza.

A discussion took place about the recent temporary installation of in-street signs on Monroe Ave. Eng. Hansen was unaware that the signs were installed until he drove the corridor and almost hit one that was unintentionally positioned in a southbound travel lane. Eng. Hansen applauded the intent to solve a traffic concern, but noted this was a prime example of why sign installation must be okayed by the Traffic Engineer.

Lt. Ackermann stated that there has been a disconnect between the alder, APNA, and Traffic Commission. He agrees with the city policy to only use these signs in a temporary condition, but requests need to go through the proper channels. He completed 3 speed studies in this area over the past 9 months. He supports dropping the speed limit south of the city limit on Monroe Ave (currently, speed limit reduces to 25 mph from 35 mph at the city limit) in order to get motorists to slow down by the time they pass Aldo Leopold school. He is working with the Brown County Sheriff's Department to increase speed enforcement south of the city. M. Martzke has seen officers enforcing speed. Lt. Ackermann stated there is a lot working now to reduce speeds, which takes time to take effect.

M. Martzke would like to see STOP signs installed after the road is reconstructed. Eng. Hansen stated that STOP signs are not to be installed as a speed control method. He stated that his independent speed studies using different methods confirm the results of Lt. Ackermann's studies. Reducing speeds on Monroe Ave will take time. It will be difficult to slow northbound motorists from 40 mph to 25 mph. During peaks, traffic congestion keeps speeds low. Most motorists drive at speeds they feel safe and comfortable. 25 mph feels slow on a wide 4-lane road. Limits posted too low creates speed differential, which decreases roadway safety for all users. Condensed vehicle speeds mean tighter vehicle platoons, resulting in more gaps for pedestrians to cross. He stated that installing northbound speed limit reduction warning signs south of the city limit along Monroe Ave could improve speed limit compliance. M. Martzke expressed concern over pedestrians crossing at Grignon St. Eng. Hansen stated that no pedestrian crashes have occurred along this section of Monroe Ave per his review of crash history.

Kevin Vonck (1120 S Quincy St) is a board member of the Astor Park Neighborhood Association. He wants a more walkable neighborhood, and inquired on the proper steps to request temporary in-street pedestrian signs. Eng. Hansen replied that school-related requests should come to him

from Al Behnke from the Green Bay Area Public School District. DPW will evaluate the intersection for need of the sign. The school would then purchase, install, and remove the signs with their staff. K. Vonck questioned how permanent sign requests can be made. Eng. Hansen replied that those requests can come directly to him. All location reviews would include evaluating existing signage, and upgrading it if needed. K. Vonck asked how sign selection is made. Eng. Hansen stated that each location is unique, that many sign and marking options are available, and that a study of each location is required to determine what applications if any are needed to correct a safety issue.

A brief discussion took place on when SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT signs are enforceable.

K. Vonck encouraged city staff to work with WisDOT and the Village of Allouez to properly design Monroe Ave, due for reconstruction later this decade, to design the road so that motorists voluntarily drive 25 mph. Eng. Hansen agreed but noted that since Monroe Ave is a state highway and heavy truck route that it still needs to be designed to accommodate trucks. Nonetheless, with the complete streets law in place, Monroe Ave designers must consider the needs of all modes of transportation (vehicles, bikes, and pedestrians).

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

A motion was made by C. Karow, seconded by Ald. Sladek, and carried to receive and place on file the request to develop traffic calming pedestrian and yield signage within uncontrolled intersections on major arterial streets, such as Monroe Avenue, Webster Avenue, and Shawano Avenue, among others.

TERMINATION OF TRIAL PERIODS

4. 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.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish and adopt by ordinance 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.

There being no other items of discussion, a motion was made by Ald. Sladek, seconded by D. Theno, and carried to adjourn from the regular order of business. The meeting ended at 6:15 P.M.

The next Traffic Commission meeting is scheduled for Monday, October 21, 2013, at 5:30 P.M. in Room 207.