

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, April 14, 2014
City Hall, Room 207
5:30 pm**

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

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

OTHERS PRESENT: Alderman Tim De Wane, Alderwoman Amy Kocha, Alderman Mark Steuer, Alderman-Elect David Nenning, and Recording Secretary and Traffic Engineer Dave Hansen

GENERAL BUSINESS

1. Approval of the minutes from the February 10, 2014 Traffic Commission meeting.

A motion was made by D. Theno, seconded by B. Lipke, and carried to approve the minutes from the February 10, 2014 Traffic Commission meeting.

2. Report by the Police Department of the 2014 1st quarter serious injury and fatality crashes.

Lt. Ackerman stated that no serious injury or fatal crashes occurred during the 1st quarter of 2014.

A motion was made by D. Theno, seconded by B. Lipke, and carried to receive and place on file the report by the Police Department of the 2014 1st quarter serious injury and fatality crashes.

INITIAL REQUESTS

3. Request by Ald. Wiezbiskie, on behalf of the Red Smith Neighborhood Association, to conduct a traffic study of the Durham Road and Wiggins Way intersection for consideration of a 2-WAY YIELD condition on Durham Road due to an increase in traffic volume.

David Hansen, City Traffic Engineer, displayed a map of the neighborhood showing STOP and YIELD locations at nearby intersections. He also showed photos of the intersection. He stated that Durham Rd and Sussex Rd are neighborhood collector streets. Most streets either YIELD or STOP for them. There are no plans to extend Durham Rd to Scottwood Dr (County Highway I) at this time. If that happened, Wiggins Way at Durham Rd would then be converted to a 2-WAY YIELD or STOP condition. Establishing a 2-WAY YIELD now on Durham Rd would only result in having to reverse the signs if Durham Rd is extended. The Paula St intersection just north of Durham/Wiggins does not have any intersection control signs. No crashes have occurred at Durham/Wiggins. Eng. Hansen and Lt. Ackermann visited the intersection on Friday before and during the Red Smith School release period. They saw low traffic volumes at the intersection. During school release, traffic volumes increased, but never was there two vehicles arriving at the same time at the intersection. Eng. Hansen cannot find the need to install YIELD or STOP signs. He had the opportunity to discuss this request with Ald. Wiezbieskie weeks prior to tonight's meeting, who deferred to staff for a recommendation.

A motion was made by D. Theno, seconded by V. Kassab, and carried to receive and place on file the request to conduct a traffic study of the Durham Road and Wiggins Way intersection for consideration of a 2-WAY YIELD condition on Durham Road due to an increase in traffic volume.

4. Request by Ald. Tim De Wane to change the 2-WAY STOP condition on Eliza Street at Roosevelt Street to a 4-WAY STOP condition.

Eng. Hansen displayed a map, showing intersection control at each neighborhood intersection. He showed photos of the intersection from all approaches looking all directions. If the request were approved, then out of 4 intersections in a row (Grignon St to Porlier St), Roosevelt St would have 3 ALL-WAY STOPS. No crashes took place at the intersection with the past 3 years. Given no crashes plus low volumes makes it difficult to meet ALL-WAY STOP warrants.

Ald. Tim De Wane spoke in favor of the request due to proximity to Astor Park (presence of children), the large utility pole on the NW corner (could obstruct view of children), and the fence on the NE corner.

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

Chris Ditzman (929 S Roosevelt St) spoke in favor of the request. He lives on the NE corner. He has seen children riding their bikes and tricycles into the intersection from the park sidewalk.

Ned Dorff (1321 Emilie St) spoke in favor of the request, stating frequent use by kids of the park. If a study is conducted, he would like pedestrian volumes included. Lunchtime during the summer is the busiest time for young pedestrians.

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

Eng. Hansen stated the importance of a warrant study. Unwarranted STOPS increase the number of rolling stops and midblock speeds, thereby decreasing safety.

A discussion took place about state and federal requirements for pedestrian studies; that road tube counts are typically done to see if warrant volumes are close to being met; if neighbors are requesting the STOP signs for speed reduction reasons; and methods of collecting vehicle speeds and pedestrian studies.

Ald. Kocha stated that midblock speeds increase after unwarranted STOP signs are installed. Eng. Hansen stated that could be the case already, as both nearby Porlier St and Grignon St intersections are ALL-WAY STOP controlled. Midblock speeding occurs in other areas of the city near unwarranted STOP intersections.

D. Theno questioned if the study should be postponed to take place during the summer or warmer weather.

A motion was made by D. Theno, seconded by B. Lipke, and carried for DPW staff to conduct a speed and traffic count study of the intersection of Eliza Street at Roosevelt Street.

5. Request by Ald. Kocha to discuss, with possible action, removal of the NO PARKING TO CORNER signs on the northwest corner of Mills Street and Henry Street, to make parking on both streets legal on that corner, in order to accommodate a new business.

Eng. Hansen displayed a map of the area, noting the location of the new business, Stillmank Brewing Company, on the NW corner of Mills/Henry. He displayed photos of the intersection, noting that intersection visibility is limited for eastbound traffic looking north due to the proximity of

the building and bushes. He stated that the existing NO PARKING HERE TO CORNER zones were established years ago to accommodate the turning movements of semi tractor trailers traveling to and from Atlas Cold Storage and Schreiber Foods, where their primary truck access exists off the end of the Mills St cul-de-sac.

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

Brad Stillmank (900 Allouez Terrace) spoke in favor of the request. He assumed that the existing NO PARKING zones were installed to keep the loading dock area open for deliveries. They don't need it restricted for that purpose, and would like it removed for customer parking. Their parking lot will have 11 spaces. The business is mainly a production facility but there will be a tap room. Currently they have 2 employees, he and his dad. Customer hours will be from 3 to 8 PM.

A discussion took place about the truck schedules of both Atlas and Schreiber Foods, and if time-limited parking would accommodate all road users.

David Nenning (1464 Elm St) presumed the parking zones were established to accommodate the former fire station at Henry/Deckner.

A motion was made by D. Theno, seconded by V. Jones, and carried to return to the regular order of business.

Ald. Kocha questioned how many on-street stalls could become available. Eng. Hansen responded that 4 stalls on the N side of Mills St and 2-3 stalls on the west side of Henry St would become available if all NO PARKING zones were removed. Ald. Kocha proposed a compromise of shortening each zone to 3 stalls on Mills St and 1-2 stalls on Henry St. Eng. Hansen stated that the main entrance to the new business would be on the building's north side, and questioned if there is even a need to remove the NO PARKING zone along Henry St because the business entrance is north of the restricted parking area. Eng. Hansen stated that truck turning space needs and truck schedules could be investigated. Ald. Kocha agreed.

A motion was made by D. Theno, seconded by B. Lipke, and carried to refer to DPW staff the request to remove the NO PARKING TO CORNER signs on the northwest corner of Mills Street and Henry Street, to make parking on both streets legal on that corner.

6. Request by Ald. Brunette for discussion with possible action to make improvements for pedestrian safety around Franklin Middle School, specifically Lore Lane.

Eng. Hansen stated the alder was unable to attend the meeting tonight but encouraged discussion on this item. Eng. Hansen displayed maps and photos of the school area, noting the existing traffic control devices already in place along Lore Ln (marked and signed midblock crosswalk to catwalk, installed in 2013) and Oneida St (school crossing at Lore Ln intersection, upgraded in 2006) to accommodate student pedestrians, as well as the standard school zone signs and markings. He stated that he has worked closely with school and city staff to make the Lore Ln midblock crosswalk and the Oneida/Lore improvements a reality. A crossing guard works the intersection of Oneida/Lore and a crossing monitor assists students to cross at the midblock crosswalk.

Lt. Ackermann stated he responded via email in March to a complainant describing the existing and future enforcement action plans. He has not heard back from the complainant.

Ald. Steuer spoke with that complainant. She is concerned with the mix of DPW trucks from the West Side Garage at Oneida/Lore. Eng. Hansen stated that the crossing guard at the intersection can stop all vehicles entering the intersection including DPW trucks. There was 1 crash at the intersection in 3 years (bike-vehicle crash where bicyclist was at fault). Lt. Ackermann stated that

small, ongoing, and incremental enforcement changes rather than a large radical change will be more effective based on the characteristics of Lore Ln and the loading/unloading procedures.

A motion was made by D. Theno, seconded by B. Lipke, and carried to receive and place on file the request for discussion with possible action to make improvements for pedestrian safety around Franklin Middle School, specifically Lore Lane.

7. Request by Ald. Steuer, on behalf of a constituent, to review the visibility of the traffic signal displays from the stop line over South Ashland Avenue at West Mason Street.

Eng. Hansen displayed a map and showed photos of both the northbound and southbound approaches to this signalized interchange. Photos were taken from inside a vehicle at the stop line. He noted that all overhead signal displays are clearly visible from the stop line.

Ald. Steuer stated he drove the intersection separately with both Eng. Hansen and the complainant, who received a ticket for running the first red light going northbound. The violation took place during a snow event as he was following a snow plow in the lane to his right. The complainant has a vehicle with a low profile windshield making it difficult to see the signal displays. During their site visit, the complainant pulled up to the nose of the median, and then into the intersection, to prove his point to the alder.

Lt. Ackermann responded that if a vehicle design constrains a driver's view, then it is the responsibility of the motorist to adjust his position to safely view the roadway and traffic control devices. He stated there is no intersection design issue at this traffic signal.

Ald. Steuer stated that he didn't think other signals in the City were designed like this one, and has only seen this type of design out west. Eng. Hansen stated that the City standardized on this design practice in 2008 using vertically mounted signal heads over each lane on mast arms. He cited the Military Ave signals installed in 2010 as an example of this design. Eng. Hansen stated that motorists must either stop at or before the near right traffic signal display or at the stop line. The existing stop lines are currently faded due to the harsh winter and subsequent salting that took place this winter. DPW will repaint the stop lines as part of their annual pavement marking program. Eng. Hansen stated he will move the stop line further from the signals.

A motion was made by B. Lipke, seconded by D. Theno, and carried to receive and place on file the request to review the visibility of the traffic signal displays from the stop line over South Ashland Avenue at West Mason Street.

8. Request by Ald. Steuer, on behalf of neighboring residents, to remove the construction-related NO PARKING restrictions on Dousman Street between North Taylor Street and Westplain Drive.

Eng. Hansen stated that the current parking zones were established to accommodate the additional traffic experienced during the closure of Shawano/Taylor roundabout and other closures related to the US 41 and WIS 29 interchange construction. Although 41/29 is still under construction, WisDOT recently closed the west approach of Taylor/Dousman. Since then, traffic volumes have significantly decreased, leading staff to put the traffic signal in flash mode. Eng. Hansen stated that if the request is approved, then the original parking restrictions should be restored, which were (1) a NO PARKING HERE TO CORNER zone just east of Taylor St, and (2) a NO PARKING BETWEEN SIGNS zone at the head of the T-intersection with Westplain Dr.

Lt. Ackermann confirmed that the residents are in favor of the request.

A motion was made by V. Kassab, seconded by D. Theno, and carried that, on a 90-day trial, to:

- A. Remove the NO PARKING zone on the south side of Dousman Street from Taylor Street to Fellows Drive.
- B. Establish a NO PARKING zone on the south side of Dousman Street from Taylor Street to a point 170 feet east of Taylor Street.
- C. Establish a NO PARKING zone on the south side of Dousman Street from a point 20 feet west of Westplain Drive to a point 10 feet east of Westplain Drive.

TERMINATION OF TRIAL PERIODS

9. That, on a 90-day trial, to remove the 2-HOUR 7 AM TO 7 PM DAILY zone on the south side of Basten Street from a point 95 feet east of Henry Street to Mech Street.

A motion was made by B. Lipke, seconded by D. Theno, and carried to remove and adopt by ordinance the 2-HOUR 7 AM TO 7 PM DAILY zone on the south side of Basten Street from a point 95 feet east of Henry Street to Mech Street.

10. That, on a 90-day trial, to establish a 2-HOUR 7 AM TO 7 PM DAILY zone on the south side of Basten Street from a point 95 feet east of Henry Street to a point 150 feet east of Mech Street.

A motion was made by B. Lipke, seconded by D. Theno, and carried to establish and adopt by ordinance a 2-HOUR 7 AM TO 7 PM DAILY zone on the south side of Basten Street from a point 95 feet east of Henry Street to a point 150 feet east of Mech Street.

11. That, on a 90-day trial, to remove the NO PARKING zone on both sides of Mech Street from Basten Street to a point 60 feet north of Basten Street.

A motion was made by B. Lipke, seconded by D. Theno, and carried to remove and adopt by ordinance the NO PARKING zone on both sides of Mech Street from Basten Street to a point 60 feet north of Basten Street.

12. That, on a 90-day trial, to establish a NO PARKING zone on the west side of Mech Street from Basten Street to a point 60 feet north of Basten Street.

A motion was made by B. Lipke, seconded by D. Theno, and carried to establish and adopt by ordinance a NO PARKING zone on the west side of Mech Street from Basten Street to a point 60 feet north of Basten Street.

13. That, on a 90-day trial, to establish a NO PARKING zone on the east side of Mech Street from Basten Street to a point 135 feet north of Basten Street.

A motion was made by B. Lipke, seconded by D. Theno, and carried to establish and adopt by ordinance a NO PARKING zone on the east side of Mech Street from Basten Street to a point 135 feet north of Basten Street.

14. That, on a 90-day trial, to remove the 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on both sides of Mech Street from a point 60 feet north of Basten Street to a point 135 feet south of Van Deuren Street.

A motion was made by B. Lipke, seconded by D. Theno, and carried to remove and adopt by ordinance the 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on both sides of Mech Street from a point 60 feet north of Basten Street to a point 135 feet south of Van Deuren Street.

15. That, on a 90-day trial, to establish a 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on the west side of Mech Street from a point 60 feet north of Basten Street to a point 135 feet south of Van Deuren Street.

A motion was made by B. Lipke, seconded by D. Theno, and carried to establish and adopt by ordinance a 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on the west side of Mech Street from a point 60 feet north of Basten Street to a point 135 feet south of Van Deuren Street.

16. That, on a 90-day trial, to establish a 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on the east side of Mech Street from a point 135 feet north of Basten Street to a point 135 feet south of Van Deuren Street.

A motion was made by B. Lipke, seconded by D. Theno, and carried to establish and adopt by ordinance a 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on the east side of Mech Street from a point 135 feet north of Basten Street to a point 135 feet south of Van Deuren Street.

17. That, on a 90-day trial, to establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Basten Street from Newtols Street to a point 135 feet west of Spinnaker Lane.

A motion was made by B. Lipke, seconded by D. Theno, and carried to establish and adopt by ordinance a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Basten Street from Newtols Street to a point 135 feet west of Spinnaker Lane.

18. 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 Basten Street from a point 115 feet west of Spinnaker Lane to Spinnaker Lane.

A motion was made by B. Lipke, seconded by D. Theno, 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 Basten Street from a point 115 feet west of Spinnaker Lane to Spinnaker Lane.

19. That, on a 90-day trial, to establish a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Spinnaker Lane from Basten Street from a point 75 feet north of Basten Street.

A motion was made by B. Lipke, seconded by D. Theno, and carried to establish and adopt by ordinance a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Spinnaker Lane from Basten Street from a point 75 feet north of Basten Street.

There being no other items of discussion, a motion was made by B. Lipke, seconded by V. Kassab, and carried to adjourn from the regular order of business. The meeting ended at 7:15 P.M.

The next Traffic Commission meeting is scheduled for Monday, May 12, 2014 at 5:30 P.M. in Room 210.