

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, August 18, 2014
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Bryan Lipke, Alderman Mark Steuer, Lieutenant Karl Ackermann, Charles Karow, Victoria Kassab, and Daniel Theno

ABSENT: None.

OTHERS PRESENT: Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the minutes from the July 14, 2014, Traffic Commission meeting.

A motion was made by D. Theno, seconded by C. Karow, and carried to approve the minutes from the July 14, 2014, Traffic Commission meeting.

INITIAL REQUESTS

2. Request by Ald. Moore to establish a NO PARKING zone on the south side of Farlin Avenue between Danz Avenue and Turek Street.

City Traffic Engineer David Hansen stated that when the Kennedy Park shelter is rented, Farlin Ave becomes excessively parked up with vehicles, making it difficult for those living in the apartments on the south side of the street to enter and exit their driveways. Visibility is blocked when the street is parked full. Plenty of on-street parking is available around the park. He supports the request.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a NO PARKING zone on the south side of Farlin Avenue between Danz Avenue and Turek Street.

3. Request by the Traffic Engineer to establish traffic and parking regulations to accommodate the opening of the newly-constructed Northland Avenue.

Eng. Hansen stated that a new street in the downtown has been constructed along the south property line of the new Schreiber Foods building which connects N Washington St with Adams St. Some NO PARKING HERE TO CORNER zones are needed to ensure proper intersection sight distance and vision triangles. The remaining areas along Northland Ave have become metered parking.

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

- A. Establish a 1-WAY STOP condition on Northland Avenue at Washington Street.
- B. Establish a NO PARKING zone on both sides of Northland Avenue from Washington Street to a point 50 feet east of Washington Street.
- C. Establish a NO PARKING zone on both sides of Northland Avenue from Adams Street to a point 45 feet west of Adams Street.

D. Establish **METERED PARKING** on both sides of Northland Avenue from a point 50 feet east of Washington Street to a point 45 feet west of Adams Street.

4. Request by the Green Bay Area Public Schools to establish school-related parking restrictions in the area of the new Leonardo da Vinci School for Gifted Learners.

Eng. Hansen stated that the new school is bounded by S Monroe Ave (west), Doty St (south), and S Quincy St (east). There is a **NO PARKING MON - SAT 7 AM – 6 PM** zone on the west side of Quincy St and a **2-HR 7 AM - 6 PM MON-FRI** zone on the east side of Quincy St. Along Doty St there is a **NO PARKING 7 AM TO 6 PM** zone on the south side of the street from S Monroe Ave to S Quincy St. The north side is currently not restricted, but needs to be to allow bus loading.

A brief discussion took place about the anticipated number of buses to load on Doty St.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried 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 north side of Doty Street from Monroe Avenue to Quincy Street.

5. Request by the Traffic Engineer on behalf of the Village of Ashwaubenon to establish a **NO PARKING** zone on both sides of Potts Avenue from Ashland Avenue to South Broadway.

Eng. Hansen stated that Georgia Pacific (GP) contacted the Village of Ashwaubenon and requested **NO PARKING** signs on both sides of Potts Ave between Ashland Ave and S Broadway. GP has reported a growing issue of trucks parking on this roadway waiting to offload at various businesses in the area. This is making turning maneuvers and travel for GP difficult. The motorists in the area are starting to witness travel difficulties as well. There isn't an issue on the Village's behalf moving this request forward. They asked DPW of our opinion of the request as there is a segment of Potts Avenue within the City of Green Bay jurisdiction. Eng. Hansen supports the request contingent upon the Village installing and maintaining the parking signs.

A discussion took place about the renaming of Potts Ave to Mike McCarthy Way from S Oneida St to S Ashland Ave (not inclusive of Potts Ave from S Ashland Ave to S Broadway), and about which agency should install and maintain the signs.

A motion was made by D. Theno, seconded by C. Karow, and carried that, on a 90-day trial, to establish a **NO PARKING** zone on both sides of Potts Avenue from Ashland Avenue to South Broadway.

6. Request by Ald. Steuer to discuss, with possible action, establishing a **NO U-TURN** condition on Military Avenue at Dousman Street.

Ald. Steuer stated he nearly crashed with motorist who was making a northbound to southbound U-turn. The alder was eastbound at a red light, stopped, then proceeded to make a right turn on red from Dousman St. The U-turning motorist forced him to swerve right to avoid a crash.

Eng. Hansen stated that there are no destinations on the east side of Military Ave that would encourage Dousman St U-turns. Even so, 2 median openings exist between Shawano Ave and Dousman St, which should result in little to no U-turns at Dousman St. Eng. Hansen stated that there is no U-turn crash history at the intersection. He stated that the State repealed its ban on U-turns at traffic signals in 2010 to allow for improved access management and median design. The U-turn law does make it illegal if a safe U-turn cannot be made. Military Ave is wide enough to accommodate most vehicles to make a safe U-turn. Ald. Steuer stated that most U-turn vehicles end up in the curb lane rather than the inside lane, which is where a right-on-red motorist also turn into, creating the conflict area. Ald. Steuer stated that the U-turn law is unsafe because right-turns-

on-red can be already committed to their turn and perceive it to be safe, and not know that a motorist in a left-turn lane is going to make a U-turn, which in many cases like his at this intersection, creates a conflict.

A lengthy discussion continued. Highlights included a summary of §346.33, U-turns, which describes where a motorist cannot make a U-turn, including where a jurisdiction has installed signs prohibiting U-turns, and any place where a U-turn cannot be made safely or without interfering with other traffic, among others; that Military Ave does not have left-turn arrow signal displays, that the right-on-red and U-turn conflict could happen at any intersection; that signing every intersection prohibiting U-turns would be a big effort of installing many signs, that this intersection has wide and clear sight lines, that the City work with the State to repeal the U-turn state statute at signals; that the WisDOT has guidelines on where to prohibit U-turns on state highways; that if one NO U-TURN sign is installed then more people will ask for them at other locations whether needed or not; that the state statute allows municipalities to prohibit U-turns at any of their own signalized intersections; that prohibiting U-turns only in the City is similar to prohibiting driving on a cell phone only in the City; that prohibiting U-turns for only 1 approach would be confusing to motorists on the other approaches; that this intersection is unique in that Boland Rd intersects just west of the signal where much of the SB Boland Rd traffic will make the EB to SB right on red at Military Ave; that restricting SB lefts out of Boland Rd or changing Boland Rd to 1-WAY northbound between Dousman St and Westfield Ave could resolve many of the traffic issues; that there should be a larger discussion more focused on resolving the access and local street issues near the intersection rather just focusing on Military/Dousman; and that the City should create its own U-turn policy at signals.

A motion was made by D. Theno, seconded by Lt. Ackermann, and carried to:

- A. Receive and place on file the request to discuss, with possible action, establishing a NO U-TURN condition on Military Avenue at Dousman Street.
- B. That the City request the State to revisit §346.33, U-turns, as it pertains to U-turns at traffic signals.

There being no other items of discussion, a motion was made by Ald. Steuer, seconded by D. Theno, and carried to adjourn from the regular order of business. The meeting ended at 6:30 P.M.

The next Traffic Commission meeting is scheduled for Monday, September 15, 2014, at 5:30 P.M. in Room 207.