

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, October 20, 2014
City Hall, Room 207
5:30 pm**

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

ABSENT: Alderman Mark Steuer (excused)

OTHERS PRESENT: Alderman David Nennig, Alderman Tom Sladek (substitute for Ald. Steuer), Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the minutes from the September 15, 2014 Traffic Commission meeting.

A motion was made by D. Theno, seconded by C. Karow, and carried to approve the minutes from the September 15, 2014 Traffic Commission meeting.

2. Approval of the agenda.

The remaining items were proposed to be taken in the following order: 8, 3-7, and 9-10.

A motion was made by Ald. Sladek, seconded by B. Lipke, and carried to approve the agenda as amended.

3. Report by the Police Department of the 2014 3rd quarter serious injury and fatality crashes.

Karl Ackermann, Traffic Lieutenant, summarized the report. There were 2 fatal crashes. The first crash was on Tue Aug 5 at 1:06 PM at the intersection of Main and Pecan Sts where a northbound (NB) motorist made a left turn into the path of a southbound (SB) through motorist. The operator of the NB vehicle died from injuries sustained in the crash. Probable cause of the crash includes driver condition (alcohol). The second crash was on Sat Aug 9 at 4:43 AM along the S-curve of E Mason St between S Grandview and S Northview Rds where a westbound (WB) motorist failed to negotiate the curve and ran off the road. Two passengers were ejected from the vehicle roll over. One died from injuries sustained in the crash. Probable causes of the crash include excessive speed and motorist condition (alcohol).

A motion was made by C. Karow, seconded by Ald. Sladek, and carried to receive and place on file the report by the Police Department of the 2014 3rd quarter serious injury and fatality crashes.

INITIAL REQUESTS

4. Request by Ald. Wiezbiskie, on behalf of constituents on Peterson Road, to dead end Peterson Road at Kathy Drive due to motorists speeding on Peterson Road from Kathy Drive and not stopping at the stop sign.

David Hansen, City Traffic Engineer, presented aerial and street view images of the neighborhood and intersection. He stated that requests to modify this intersection have been made over the past decade. It is a unique intersection in that the 2 side streets that intersect Kathy Dr (Peterson Rd (W approach); Paula St (E approach)) are offset from each other. Up to 2008, the intersection operated under 2-WAY STOP control with the side streets stopping for Kathy Dr. A traffic engineering study in response to a request to change the control to 4-WAY STOP resulted in a recommendation to keep the 2-WAY STOP control and update the signing and marking. Offset side streets, low traffic volumes, and no crashes occurring where a 4-WAY STOP would have prevented the crash, led to the

recommendation and ultimate motion by the Traffic Commission to deny the request for a 4-WAY STOP. However, Common Council overturned the Traffic Commission recommendation and the 4-WAY STOP condition was installed. Eng. Hansen stated that he cautioned commissioners and alders at that time about the likely issues that will surface if the 4-WAY STOP condition went in. It appears we now are realizing those issues, some 5 plus years later. He continued that the request to cul-de-sac Peterson Rd would eliminate the concerns of Peterson Rd residents, however, at the cost of cutting off neighborhood traffic patterns for many motorists, and forcing traffic down Shorewood Terrace, Nautical Ave, and Mariner Ln, and also onto Kathy Dr from Scottwood Dr. Peterson Rd functions as a neighborhood collector street. By dead-ending it at Kathy Dr, we effectively would be converting Shorewood/Nautical/Mariner to collector status, which they never were intended to be. He is unaware if residents along those streets are aware of this request and its potential impact to their streets if approved. The cost to construct a cul-de-sac would be expensive, due to the likely need to purchase real estate from abutting property owners. He observed traffic at the intersection last week, and stated that motorists on Kathy Dr are stopping either at the STOP sign or in the intersection given the offset intersections. He saw this mainly on southbound Kathy Dr, where vehicles would stop within the intersection closer to Peterson Rd. He stated that if the request were approved and a cul-de-sac constructed that he would then recommend a 1-WAY STOP condition be established with Paula St stopping for Kathy Dr. During his observations, SB Kathy Dr and EB Peterson Dr approaches carried the most traffic.

Discussion took place that approving the request would not solve any traffic issues. Intersection safety likely would be improved if the request were satisfied since the number of conflict points would be reduced, however at the cost of diverting the Peterson Rd traffic onto non-collector neighborhood streets plus project costs. Constructing a cul-de-sac would reduce the size of some front yards. Given the offset intersections, do we have to install a STOP sign first at Paula St and then a second consecutive STOP sign at Peterson Rd in the SB direction? That would also apply to the NB movement. DPW even installed reflective tape on the STOP sign posts for both NB and SB movements to draw more attention to the STOP signs. A roundabout was suggested as well as restoring the 2-WAY STOP condition.

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

- A. Remove the 4-WAY STOP condition on Paula Street and Peterson Road at Kathy Drive.
- B. Establish a 2-WAY STOP condition on Paula Street and Peterson Road at Kathy Drive.

5. Request by Ald. Nicholson on behalf of John Boettcher (1917 Mary Queen Road) to establish a NO PARKING zone at the west dead-end of Mary Queen Road.

Eng. Hansen presented aerial and street view images of Mary Queen Rd. He stated that he met with Ald. Nicholson and the requestor onsite to see the parking conditions firsthand. Motorists are reportedly parking at the end of the cul-de-sac, which has no turnaround area, and blocking him from accessing his property. Eng. Hansen recommended approving the request.

A discussion took place on how to effectively sign this location to avoid confusion and improve compliance.

A motion was made by C. Karow, seconded by B. Lipke, and carried that, on a 90-day trial, to establish a NO PARKING zone at the west terminus of Mary Queen Road.

6. Request by Ald. Wery to remove or modify the parking restrictions on Langlade Avenue from Spence Street to Oneida Street.

Eng. Hansen presented aerial and street view images of Langlade Ave. He stated that the Traffic Commission addressed this item back in mid-2012 but on a larger scale (Ridge Rd – Norwood Ave), as residents particularly between Spence and Oneida Sts complained that the street was too narrow due to the presence of parked vehicles. Traffic Commission and ultimately Common Council

approved the restriction of parking on the south side between Ridge Rd and Norwood Ave. Eng. Hansen continues to support this decision for the following reasons:

- a. The roadway is 12 ft too narrow to allow parking on both sides while maintaining 1 travel lane in each direction.
- b. That vehicles likely will park between Spence and Oneida Sts if the restriction was lifted based on the presence of parked vehicles during past site visits prior to the last zone change.
- c. That the street is effectively narrower during winter months as snow banks eventually cover the curb line and encroach into the roadway.
- d. That during Packers home games that all available on-street parking would be used while traffic volumes are at an all-time high for the street, making it dangerous for 2-way traffic.

A motion was made by C. Karow, seconded by D. Theno, to receive and place on file the request to remove or modify the parking restrictions on Langlade Avenue from Spence Street to Oneida Street.

Discussion took place about potential modifications that the alder requested. Eng. Hansen stated that Ald. Wery asked if the restriction could only be in place during Packers home games. Eng. Hansen responded to Ald. Wery that the road is too narrow all the time therefore parking on one or both sides is not safe all the time.

Motion carried.

7. Request by Ald. Danzinger, on behalf of the residents along Seventh Street and Mennen Court, for a traffic study and consideration of installing traffic signals at the intersection of Seventh Street and Military Avenue.

Eng. Hansen stated that an interested party planned on attending tonight's meeting but couldn't make it. He asked that the item be tabled until next month's meeting.

A motion was made by D. Theno, seconded by C. Karow, and carried to postpone until the November 17, 2014 Traffic Commission meeting the request for a traffic study and consideration of installing traffic signals at the intersection of Seventh Street and Military Avenue.

8. Request by Ald. Sladek to discuss, with possible action, speeding traffic on Packerland Drive in front of Southwest High School during morning student arrival time.

Lt. Ackermann stated that more enforcement is needed near Southwest High School (SWHS) but his enforcement officers are spread thin. Motorist behavior near SWHS is similar to that near other high schools. But speeding happens more than just during morning and afternoon peaks at SWHS. He reviewed the 4-year crash history associated with the school: 44 crashes within 0.1 mile radius of SWHS; 23 crashes during school hours of which 14 of those happened in the SWHS parking lot, leaving 9 crashes on-street, 1 crash not school-related for net total of 8 school-related crashes. Speed is only one component of traffic safety. Following too close and illegal turns have occurred in most of the school-related crashes. No pedestrian crashes occurred. City efforts in this area appear to be working, as school-related crash numbers are relatively low. He clarified that the SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT condition only applies when students are walking the sidewalks or crossing the street in a designated crosswalk. He and the District Captain will work with SWHS to seek school officer reassignment to pedestrian safety enforcement during lunch periods, which includes education of students who cross outside of marked crosswalks.

Ald. Sladek stated that a constituent voiced concern over the morning drop off timeframe. He shared her concerns by reading an email she sent him. Her concerns included speeding, school signs and markings, inexperienced student motorists, 2-way traffic flow at both parking lot driveways, median openings encouraging U-turns, parents dropping off students in SB travel lanes of Packerland Dr, lack

of traffic gaps on Packerland Dr at median openings, and lack of a SB left-turn lane into the school's north driveway. All of these conditions have led to her aggressive driving behavior.

Eng. Hansen presented aerial and street view images of the area near SWHS. He stated that he reviewed the school signage and found all signs were up to standard except that FINES HIGHER and END SCHOOL ZONE signs were missing and should be installed in both directions of Packerland Dr at the begin and end school limits, respectively. Median openings are offset slightly from each school driveway, leading to difficult turning movements, both in and out. School staff posted a small exit-only both lanes sign at the north driveway, only present to exiting motorists; no signs or marking indicate contraflow lanes to Packerland Dr motorists. If existing traffic patterns are maintained at the north driveway, school staff should install a DO NOT ENTER with a timeframe supplemental sign at this driveway facing Packerland Dr. Eng. Hansen stated that both deficiencies he documented are outside of city jurisdiction. Brown County Public Works Department is responsible for the school signage along Packerland Dr, and the Green Bay Area Public School District is responsible for the signing, marking, and traffic directions at the SWHS driveways.

Ald. Sladek asked Eng. Hansen for his opinion on establishing a pedestrian crosswalk crossing Packerland Dr near the school. Eng. Hansen stated that there is a "ladder-style" crosswalk signed and marked at Trojan Dr. It was installed to accommodate student crossings during all periods of the day including lunch where students are destined to the fast food restaurants near the SW corner of Packerland/Mason. Ald. Sladek thought that crosswalk would serve the same purpose if moved south. Eng. Hansen stated that doing so would create a midblock crossing, which is less desirable than crossing pedestrians at intersections. During his observations, students were jaywalking at multiple locations, so he is not confident that a new or relocated crosswalk would increase use of marked crosswalks.

Lt. Ackermann offered to approach school staff to determine if they could change the south driveway to inbound only and the north driveway to outbound only. However, at the north driveway, the median should be modified to better accommodate exiting left turns. Also, bus exit patterns would need to be changed from using the south parking lot driveway to the north parking lot driveway. He stated that nearby Lombardi Middle starts and ends ½ hour before SWHS.

Ald. Sladek questioned what the best approach to address the request is. Lt. Ackermann responded that getting the school to change the traffic flow at the driveways would be a good first step. He added that restricting left turns from the north driveway would improve safety. This was done when US 41 traffic was detoured to Packerland Dr, with good results. But if left turns were accommodated, then the median nose would need to be pulled back.

Discussion took place that any street improvements such as median modifications would need to be completed through and approved by the Brown County Public Works Department, as Packerland Dr is County Highway EB. Concerns were raised that NB to SB U-turns north of SWHS would increase if left turns were restricted at the north driveway.

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

Paula Karnes (1846 Adler Way) and daughter. Wants more visibility of pedestrian crosswalks. Few motorists yield to pedestrians at the Trojan Dr crosswalk. Her daughter's friend almost got hit by a non-yielding motorist during a lunch period. M. Karnes requested flashing lights or a stop for pedestrians sign at this location. Students are crossing midblock to avoid traffic but are darting out where the median trees block them from motorists' view. Her daughter stopped walking to lunch because it's too dangerous. Student motorists pulling out of the school parking lot aren't paying attention to crossing pedestrians at Trojan Dr, which is why students cross midblock closer to the traffic signal at W Mason St. M. Karnes stated that there used to be police presence during lunch hours but hasn't seen them lately, which is why students are not driving at 15 mph.

A motion was made by Ald. Sladek, seconded by V. Kassab, and carried to return to regular order of business.

Discussion took place about a past request for a rapid rectangular flashing beacon (RRFB); that the County would have to respond first to the request since Packerland Dr is their road; that inbound and outbound traffic patterns should change at the parking lot driveways as discussed, that GBPD should reallocate officer time from inside SWHS to outside to handle traffic concerns, and that students need to be educated to use designated crosswalks instead of jaywalking.

Discussion continued on how in-street pedestrian crossing signs are installed in the City. Eng. Hansen stated that DPW has allowed them to be installed by individual schools on a case-by-case decision. Those signs are furnished, installed, and maintained by the particular school, and only allowed to be in the street during school hours.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried:

- A. That the Traffic Engineer requests the Brown County Public Works Department to install FINES HIGHER and END SCHOOL ZONE signs on Packerland Drive near Southwest High School.
- B. That the Traffic Engineer request the administrative staff at Southwest High School to change their south driveway to an ingress-only and north driveway to an egress-only traffic pattern.

POSTPONED FROM PREVIOUS MEETING

9. 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. (Referred back to the Traffic Commission at the August 19, 2014 Common Council meeting) (Postponed from September 15, 2014 Traffic Commission meeting.)

Eng. Hansen stated that he understands that the requestors are asking to indefinitely table the request. Ald. Nennig stated that both he and Eng. Hansen met with the requestors onsite last month, and that the owners are very busy with the opening of their business at this location. The owners would like to wait until their operation has had time to have customers through their doors to assess the parking situation.

A brief discussion took place whether to postpone the item or receive and place it on file.

A motion was made by Ald. Sladek, seconded by V. Kassab, and carried to receive and place on file the request 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.

TERMINATION OF TRIAL PERIODS

10. That, on a 90-day trial, to establish a NO PARKING zone on the north side of Fifth Street from Broadway to a point 80 feet west of Broadway.

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 north side of Fifth Street from Broadway to a point 80 feet west of Broadway.

There being no other items of discussion, a motion was made by C. Karow, seconded by Ald. Sladek, and carried to adjourn from the regular order of business. The meeting ended at 6:51 P.M.

The next Traffic Commission meeting is scheduled for Monday, November 17, 2014, at 5:30 P.M. in Room 207.