

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, January 11, 2016
City Hall, Room 207
5:30 pm**

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

EXCUSED: None

OTHERS PRESENT: Ald. Jerry Wiezbiskie, Ald. Tim DeWane, Rep. Eric Genrich, Recording Secretary and Traffic Engineer David Hansen, and others

GENERAL BUSINESS

1. Approval of the agenda.

A motion was made by D. Theno, seconded by C. Karow, and carried to approve the agenda.

2. Approval of the minutes from the December 7, 2015 Traffic Commission meeting.

A motion was made by C. Karow, seconded by D. Theno, and carried to approve the minutes from the December 7, 2015 Traffic Commission meeting.

INITIAL REQUESTS

3. Request by Ald. Steuer that City Planning, DPW, Parks and Police examine the County bicycle and pedestrian plan to look at ways to implement more lanes, with safety in mind, throughout the City. Also referred to Improvement & Service Committee.

Ald. Steuer stated that the Brown County Planning Commission is updating the County bicycle and pedestrian plan, and would like the Traffic Commission to be able to provide input to that update. He met with bicycle advocates last week about this plan update.

City Traffic Engineer David Hansen confirmed the 5-year update to the County bicycle and pedestrian plan in 2016. Towns, villages, and cities within Brown County contribute to the update document. The City and DPW will be participating in this process, and welcomed comments from the Commissioners for the upcoming update. He has not received a draft of the 2016 update yet, but will forward it to Commissioners upon receipt.

A motion was made by Ald. Steuer, seconded by C. Karow to suspend the rules.

Roger Retzlaff (209 W Whitney St) stated that Green Bay has bike-ped elements in the 2022 Smart Growth comprehensive plan, which piggybacks onto the County's bike-ped plan. He stated that Green Bay does not have a bike-ped plan which is evident by dangerous locations for bicyclists and pedestrians. W Mason St near Hinkle St is one of them, where no pedestrian crossings exist. Other locations include 41/Mason and S Monroe Ave in the Astor Park neighborhood. The plan should identify where bike-ped traffic should be located, and is typically done by the Planning Department. The County bike-ped plan does not address neighborhood issues. DPW needs better guidance identifying these locations; therefore the city needs a bike-ped plan.

Joshua Schwalbe (1216 Cherry St) stated that bike connectivity should come first in developing a plan. He supports a “3E” approach (Engineering, Education, and Enforcement). The city should be reviewing direct feedback from neighborhood residents. Please look at qualitative solutions if the numbers don’t add up from a quantitative evaluation. He lived in the Netherlands where they are bike-ped friendly, as that activity is part of their culture from childhood, and they build bike features into their roadways. All road users must share the roadway. Many bicyclists use the road during the wintertime.

A discussion took place that all road users must take responsibilities for their own actions, including pedestrians by not jaywalking, and bicyclists by obeying all traffic rules as well; that the City has gaps in its bike accommodations such as between the Nitschke Bridge and N Broadway; and that when new infrastructure is planned that bikes and peds get the same consideration as motorists.

R. Retzlaff stated that 20-30% bike-peds break the law and that 99.9% motorists break the law. Motor vehicle driving is the most dangerous thing we do. Bike-ped upgrades are cheap. Businesses are more profitable in areas of bike-ped improvements. Cities like New York, Chicago, Portland, and Seattle that have bike-ped infrastructure improvements, have lower crash rates and see an increase in the number of users of those facilities. It’s time for Green Bay to employ these types of improvements. High scofflaw activity usually means there are flaws in the roadway.

Ald. Steuer stated that DPW pursues low cost bicycle improvements such as the upcoming West Point Road and South Point Road bike lane accommodations.

A discussion took place that Traffic Commission has a history of supporting bike-ped improvements. For example, sidewalks were recently recommended for installation along South Point Rd. However, installation was recently denied by Council. Funding for bike-ped improvements will need to be supported by Council if Green Bay is to become a bike-ped friendly community. The City will need its own bike-ped plan to be incorporated into the County bike-ped plan if we want these projects built. Discussion continued about the visually-narrowed roads in the area, that they don’t slow speeds down due to wide vehicle travel lane widths. They don’t eliminate on-street parking but rather combine bike-peds-parked vehicles into 1 space while through motorists use that “common space” as a passing lane, creating even more of a dangerous environment.

A lengthy discussion continued including the qualitative feel of our recent bike-ped improvements such as Broadway and Washington St; the challenges to constructing ideal improvements in a constrained environment; that current engineering design practices and improvement features include qualitative benefits; and how bike-ped advocates can get involved in the planning and design process.

A motion was made by C. Karow, seconded by D. Theno to return to regular order of business.

A discussion took place that prioritizing bike-ped improvement projects occurs with the update to the County bike-ped plan; that bike-ped improvements may be more difficult now that at the state level that complete streets legislation now requires municipalities to draft a resolution supporting bike-ped improvements on each state-funded project; that the City needs a bike-ped plan including estimated costs of each project for Council to make project funding decisions; that the scope of a future bike-ped plan needs to be more refined; and that input from the various departments and adjacent communities is needed before action can be taken.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to receive and place on file the request that City Planning, DPW, Parks and Police examine the County bicycle and pedestrian plan to look at ways to implement more lanes, with safety in mind, throughout the City.

4. Request by Ald. Steuer on behalf of Rep. Genrich for staff to develop a plan to purchase and install 2 permanent radar speed signs on Monroe Avenue in the Aldo Leopold School Zone.

Eng. Hansen stated that this request is related to the ongoing discussions and studies that have taken place between the City, State, Aldo Leopold school staff, and residents in the neighborhood regarding reports of speeding and pedestrian safety concerns. He stated that WisDOT recently conducted a speed study of S Monroe Ave just south of the City limits in the Village of Allouez, and recommended no changes to the existing 35 mph speed limit. Eng. Hansen recommended DPW to conduct a speed study in the Aldo Leopold School area which includes first identifying problems, and then providing results, conclusions, and recommendations. He recommended that the request be referred to DPW staff for study.

A motion was made by V. Kassab, seconded by Ald. Steuer to suspend the rules.

Representative Eric Genrich (1089 Division St) stated that he is uncertain about a solution and would defer to Director Grenier and Eng. Hansen for their expertise. However, speed feedback signs have proven effective in reducing speeds. He supports their installation on S Monroe Ave and also would like to learn what staff recommends for this area to reduce speeds. He understands that S Monroe Ave is a state highway which carries high volumes of traffic. But he is primarily concerned with the safety of residents and students.

A discussion took place that the WisDOT speed study resulted in keeping the speed limit at 35 mph in the Allouez portion of S Monroe Ave; and that design options for the reconstruction of Riverside Dr are being discussed now which include ways of reducing speeds.

Rhonda Sitnikau (122 S Jackson St) stated she learned about the S Monroe Ave traffic concerns at the well-attended neighborhood meeting in November. She doesn't support all options proposed such as speed bumps but would prefer in-street pedestrian signs. She wants the City to do something sooner rather than later. Neighbors are seeing other communities install in-street signs. She stated that residents primarily want to cross S Monroe Ave safely, and that staff should contact neighboring communities to determine the effectiveness of their in-street pedestrian sign installations. She supports studies but questioned why a study is required to install in-street ped crossing signs.

A discussion took place that knee-jerk reactions are not always the best; that Green Bay and other communities remove in-street signs in the winter time due to slippery road conditions; that enforcement and education are essential to the success of any engineering solution; and that increasing S Monroe Ave speed enforcement is needed but staffing is limited.

Eng. Hansen stated that DPW staff could conduct the study and present its results at the February meeting.

Ald. Tim De Wane stated that in-street signs are being purchased by the Astor neighborhood association for about \$400 each, and wants to see safe routes to school for all students.

Eng. Hansen stated that DPW allows the installation of in-street signs on a case-by-case basis while those signs are purchased and maintained by the requesting parties. Franklin Middle and Preble High are 2 agencies that participate in their use.

A discussion took place that mini grants are available through the Green Bay Leadership Council.

Joshua Schwalbe (1216 Cherry St) stated that there is no magical answer to make everyone happy. He supports the quantitative approach of a traffic study but recommends rather taking a qualitative approach. He supports the installation of speed feedback signs. Snow banks create barriers and slow vehicle speeds.

A discussion took place that any improvement measure needs to be in place during wintertime.

Roger Retzlaff (209 W Whitney St) stated that speeding is a large problem in the area, as he gets passed by others when driving the speed limit. The City of Chicago installs speed tables which is the only truly effective method at controlling speeds. The radar boards installed in the Village of Allouez do not change driver behavior. Short term speed reduction solutions include police enforcement; not just radar enforcement, but for officers to drive a street segment and pull over vehicles that overtake them. He supports a “share and be aware” program done in other cities.

Ald. Tim De Wane supports the enforcement approach, speaking from personal experience as he was caught speeding once as a teenager, and that the experience forever changed his driving behavior. He stated that through his observations that half of the S Monroe Ave drivers are either talking on their cell phones or texting from them.

A discussion took place about the definition of winter as it applies to the placement of in-street signs, the process of approving crossing guard locations; the difference between crossing monitors and crossing guards; and the past use of crossing guards along S Monroe Ave.

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

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to:

- A. Refer to DPW for a crossing guard study along South Monroe Avenue near Aldo Leopold School.
- B. Refer to DPW to review the existing crosswalk signs and markings along South Monroe Avenue near Aldo Leopold School.
- C. Refer to the Police Department for speed enforcement along South Monroe Avenue near Aldo Leopold School.
- D. Refer to DPW to conduct a speed study including consideration of speed feedback signs along South Monroe Avenue near Aldo Leopold School.

REFERRED BACK FROM STUDY

5. To refer to staff for an ALL-WAY STOP study at Deer Trail and Remington Road.

[Victoria Kassab was excused from the meeting at 7:22 PM, prior to discussion on this item.]

Eng. Hansen presented the highlights and results of the all-way STOP condition warrant study. The intersection fell significantly short of the requirements needed to warrant an ALL-WAY STOP condition. Data collected supports keeping the intersection as a 2-WAY STOP where Deer Trail and the condo driveway stop for Remington Rd. While sampling the volume data, he found that speeds were in excess of the posted 25 mph speed limit, yet much faster east of the intersection where undeveloped land surrounds the corridor. He stated that DPW follows FHWA and WisDOT policy not to install STOP signs for speed control. He continued that most westbound traffic turns left at Deer Tr, forcing turning motorists to slow down regardless of the presence of a STOP sign.

A discussion took place as the speed data was examined onscreen, noting patterns and times when speeding occurs. Because the speeds were much higher outside of the residential area, speeds likely will be reduced once the lots are developed.

A motion was made by D. Theno, seconded by C. Karow, and carried to deny the request for an ALL-WAY STOP at Deer Trail and Remington Rd.

TERMINATION OF TRIAL PERIODS

6. That, on a 90-day trial, to remove the NO PARKING zone on both sides of Adams Street from Main Street to a point 90 feet north of Main Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to remove the NO PARKING zone on both sides of Adams Street from Main Street to a point 90 feet north of Main Street.

7. That, on a 90-day trial, to remove the NO PARKING PASSENGER LOADING ONLY zone on the east side of Adams Street from a point 90 feet north of Main Street to a point 115 feet south of Elm Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to remove the NO PARKING PASSENGER LOADING ONLY zone on the east side of Adams Street from a point 90 feet north of Main Street to a point 115 feet south of Elm Street.

8. That, on a 90-day trial, to remove the NO PARKING 30-MINUTE LOADING ONLY zone on the south side of Elm Street from Adams Street to Jefferson Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to remove the NO PARKING 30-MINUTE LOADING ONLY zone on the south side of Elm Street from Adams Street to Jefferson Street.

9. That, on a 90-day trial, to establish a NO PARKING zone on the west side of Adams Street from Main Street to a point 150 feet north of Main Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING zone on the west side of Adams Street from Main Street to a point 150 feet north of Main Street.

10. That, on a 90-day trial, to establish a NO PARKING zone on the west side of Adams Street from Elm Street to a point 45 feet south of Elm Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING zone on the west side of Adams Street from Elm Street to a point 45 feet south of Elm Street.

11. That, on a 90-day trial, to establish a NO PARKING zone on the east side of Adams Street from Main Street to a point 70 feet north of Main Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING zone on the east side of Adams Street from Main Street to a point 70 feet north of Main Street.

12. That, on a 90-day trial, to establish a NO PARKING zone on the east side of Adams Street from Elm Street to a point 80 feet south of Elm Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING zone on the east side of Adams Street from Elm Street to a point 80 feet south of Elm Street.

13. That, on a 90-day trial, to establish a NO PARKING zone on the south side of Elm Street from Adams Street to a point 55 feet east of Adams Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING zone on the south side of Elm Street from Adams Street to a point 55 feet east of Adams Street.

14. That, on a 90-day trial, to establish a NO PARKING 15-MINUTE LOADING ONLY zone on the west side of Adams Street from a point 150 feet north of Main Street to a point 45 feet south of Elm Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING 15-MINUTE LOADING ONLY zone on the west side of Adams Street from a point 150 feet north of Main Street to a point 45 feet south of Elm Street.

15. That, on a 90-day trial, to establish a NO PARKING 30-MINUTE LOADING ONLY zone on the east side of Adams Street from a point 70 feet north of Main Street to a point 150 feet north of Main Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING 30-MINUTE LOADING ONLY zone on the east side of Adams Street from a point 70 feet north of Main Street to a point 150 feet north of Main Street.

16. That, on a 90-day trial, to establish a NO PARKING 30-MINUTE LOADING ONLY zone on the east side of Adams Street from a point 180 feet north of Main Street to a point 275 feet north of Main Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING 30-MINUTE LOADING ONLY zone on the east side of Adams Street from a point 180 feet north of Main Street to a point 275 feet north of Main Street.

17. That, on a 90-day trial, to establish a NO PARKING 30-MINUTE LOADING ONLY zone on the south side of Elm Street from a point 55 feet east of Adams Street to Jefferson Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING 30-MINUTE LOADING ONLY zone on the south side of Elm Street from a point 55 feet east of Adams Street to Jefferson Street.

18. That, on a 90-day trial, to remove the NO PARKING zone on both sides of CityDeck Court from its west terminus to Washington Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to remove the NO PARKING zone on both sides of CityDeck Court from its west terminus to Washington Street.

19. That, on a 90-day trial, to establish a NO PARKING zone of the south side of CityDeck Court from its west terminus to Washington Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING zone of the south side of CityDeck Court from its west terminus to Washington Street.

20. That, on a 90-day trial, to remove the 1-HOUR PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of St Clair Street from Roosevelt Street to Baird Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to remove the 1-HOUR PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of St Clair Street from Roosevelt Street to Baird Street.

21. That, on a 90-day trial, to establish a 2-HOUR PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of St Clair Street from Roosevelt Street to Baird Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a 2-HOUR PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of St Clair Street from Roosevelt Street to Baird Street.

22. That, on a 90-day trial, to remove the NO PARKING zone on the west side of Adams Street from a point 45 feet north of Crooks Street to a point 40 feet south of Crooks Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to remove the NO PARKING zone on the west side of Adams Street from a point 45 feet north of Crooks Street to a point 40 feet south of Crooks Street.

23. That, on a 90-day trial, to remove the 2-HOUR PARKING zone on the west side of Adams Street from a point 40 feet south of Crooks Street to a point 80 feet north of Chicago Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to remove the 2-HOUR PARKING zone on the west side of Adams Street from a point 40 feet south of Crooks Street to a point 80 feet north of Chicago Street.

24. That, on a 90-day trial, to establish a NO PARKING zone on the west side of Adams Street from a point 45 feet north of Crooks Street to a point 110 feet south of Crooks Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a NO PARKING zone on the west side of Adams Street from a point 45 feet north of Crooks Street to a point 110 feet south of Crooks Street.

25. That, on a 90-day trial, to establish a 2-HOUR PARKING zone on the west side of Adams Street from a point 110 feet south of Crooks Street to a point 80 feet north of Chicago Street.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to adopt by ordinance to establish a 2-HOUR PARKING zone on the west side of Adams Street from a point 110 feet south of Crooks Street to a point 80 feet north of Chicago Street.

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 7:39 P.M.

The next Traffic Commission meeting is scheduled for Monday, February 8, 2016, at 5:30 P.M. in Room 207.