

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, January 19, 2015
City Hall, Room 207
5:30 pm**

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

ABSENT: Victoria Kassab

OTHERS PRESENT: Ald. David Nennig, and Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the agenda.

The agenda requests were taken in the following order: 1-3, 5-7, 4, and 8-17.

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

2. Approval of the minutes from the November 17, 2014 Traffic Commission meeting.

A motion was made by B. Lipke, seconded by D. Theno, and carried to approve the minutes from the November 17, 2014 Traffic Commission meeting.

3. Report by the Police Department of the 2014 4th quarter serious injury and fatality crashes.

Traffic Operations Lieutenant Karl Ackermann stated that during the 4th Quarter of 2014, no serious injury or fatal crashes occurred. City Traffic Engineer David Hansen added that there were no fatalities in all of Brown County as well. A brief discussion took place that tighter patrols, OWI enforcement, and increased use of designated drivers may be leading to a cultural shift in motorist behavior, resulting in less injuries and fatalities.

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 2014 4th quarter serious injury and fatality crashes.

INITIAL REQUESTS

4. Request by Ald. Tom De Wane on behalf of the Girl Scouts of America to discuss, with possible action, ways to improve motorist compliance to the 4-WAY STOP signs at Newberry Avenue and Alpine Drive.

Eng. Hansen stated he spoke with Ald. Tom De Wane earlier that day and thought he was coming to this meeting. The requestor and the alder were not in attendance. Eng. Hansen showed interactive map and street images of the intersection and vicinity as well as photos, noting where sidewalks exist (W side of Alpine Dr, and N side of Newberry Ave W of intersection). A crosswalk exists crossing the west approach. The intersection is controlled by a 4-WAY STOP condition. The signs are doubled up on the southbound approach. Stop

lines are painted at all four approaches. No pedestrian crash history was found. The last reportable crash was in August 2011. Eng. Hansen found 2 failure-to-yield crashes back in 2010 in the SB direction. Presumably that is why a second stop sign was installed in that direction. Eng. Hansen stated that Director Grenier has traveled through this intersection for many years during the school morning peak, and does not believe there is an issue with STOP compliance during that time. Eng. Hansen stated that the statistics and reports show that the intersection is operating safely and that any motorist disregard for stopping could be resolved through enforcement.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to postpone to the February 15, 2015 Traffic Commission meeting the request to discuss, with possible action, ways to improve motorist compliance to the 4-WAY STOP signs at Newberry Avenue and Alpine Drive.

5. Request by Ald. Nennig on behalf of Amber Fitzgerald (228 Newhall Street) to remove the NO PARKING 6 PM TO 2 AM zone on both sides of Newhall Street from Main Street to Proper Street.

Eng. Hansen stated that Amber has a newborn baby with respiratory issues requiring around-the-clock in-home nursing care for the next 2 to 3 years. The nursing care agency will need to be able to park on the street. Per feedback from Ald. Nennig, it appears that everyone he spoke to was supportive of changing the restriction at least on a trial basis. The initial parking zone was installed many years ago due to late night bar patrons parking in the neighborhood. The alder learned that since BB's has new owners, it is not as busy as it once was. Vehicles only exceed their parking area when they have special parties or events. Eng. Hansen supports the request.

Ald. Nennig stated that in the past, 2 bars created issues for this neighborhood. One eventually burned down on Elizabeth St, and BB's on Main St had a rowdier crowd which created problems for this neighborhood, which led to the installation of the existing NO PARKING zone. When he explained the circumstances of the request to neighborhood residents, they were mostly onboard to remove the parking restrictions on a trial basis.

A motion was made by D. Theno, seconded by B. Lipke, and carried that, on a 90-day trial, to remove the NO PARKING 6 PM TO 2 AM zone on both sides of Newhall Street from Main Street to Proper Street.

6. Request by Ald. Zima on behalf of John Ebli (2144 Deuchert Street) to change the 1 HOUR PARKING 7 AM TO 4 PM SCHOOL DAYS zone on Deuchert Street to a PARKING BY RESIDENTIAL PERMIT ONLY zone so residents can park on-street during the school day.

Eng. Hansen stated that Mr. Ebli and Ald. Zima met with Parking Director Chris Pirlot in early November, who told him that Mr. Ebli received 5 citations after leaving his van on the street while attending to a family emergency out of state. Mr. Ebli had his van permitted to be on-street the two nights prior but left it on-street without calling it in after his company left and while his emergency occurred. The vehicle was presumed abandoned by the Parking Division and ultimately the vehicle was cited and towed. C. Pirlot voided the citations. Time-limited parking zones are typical near high schools (to deter students from parking all school day in front of residences). Eng. Hansen displayed photos and a map of the area. He noted on a photo what appeared to be a disabled van in the driveway of a duplex, which took up most of the driveway, and a compact car which was illegally parked in the setback area. Another photo was handed out, taken at a different time, showing 2 vans and 1 compact car parked at the same residence. What happened to Mr. Ebli was a one-time occurrence; therefore Eng. Hansen did not see the need to change the entire street to a permit zone for 1 resident and 1 incident. Existing permit parking zones only exist near Bellin/St Vincent

hospitals and the Resch Aquatic Center, and are meant to cover large areas, not single streets. Other options including increasing the time limit to 2 or 3 hours are available.

Ald. Nennig stated that he wouldn't object to changing Deuchert St from a 1-hour zone to a 2 or 3-hour zone. He is unaware of the details of the request as he was not contacted by Ald. Zima or the requestor. Ald. Nennig stated that the majority of his constituents near Preble High School favor keeping time limited parking restrictions instead of trying residential permit parking.

A discussion took place that unpermitted vehicles have been known to end up in permit zones, as the drivers think it is okay to park there since they don't see permits displayed on the other vehicles. Discussion continued that many streets in this neighborhood do not have sidewalks, meaning if permit parking was allowed, more residences/vehicles would park on the street during the school day, forcing student pedestrians to walk in live traffic lanes. Locations of existing residential permit zones (Bellin/St. Vincent, and Resch Aquatic Center only) and use of window stickers and hangtags was also discussed.

A motion was made by Ald. Steuer, seconded by C. Karow, and carried to receive and place on file the request to change the 1 HOUR PARKING 7 AM TO 4 PM SCHOOL DAYS zone on Deuchert Street to a PARKING BY RESIDENTIAL PERMIT ONLY zone so residents can park on-street during the school day.

7. Request by Ald. Moore on behalf of Moraine Ridge Senior Living to change the 2-HOUR parking zone on the west side of the 2900 block of St. Anthony Drive to a NO PARKING zone.

Eng. Hansen stated that he was contacted by both the Moraine Ridge Senior Living Center (MRSLC) and the alder who reported that it was dangerous to exit the living center due to vehicles parked up to and just south of their driveway. Upon field inspection, Eng. Hansen did not find parked vehicles but found evidence of parked vehicles from packed snow in the curb line. It is his opinion that vehicle presence would not obstruct the view of northbound traffic since there is a curve on St. Anthony Dr that enhances that view (he referenced photos and map). He wasn't sure who would need to park on-street since the MRSLC has available parking space in their lot, and the contractor constructing the Veterans Building across the street has plenty of space onsite for their vehicles. He stated that Ald. Moore is in favor of the request. Eng. Hansen doesn't see the need for the parking restriction but also understands that there still will be ample available on-street parking even with the no parking zone in place.

A discussion took place that the MRSLC monument sign could be a sight obstruction for exiting driveway motorists, and that yellow painted curb exists in the request area but is only a warning and does not mean NO PARKING.

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

- A. Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the north side of St. Anthony Drive from a point 247 feet east of Mount Mary Drive to a point 1162 feet east of Mount Mary Drive.
- B. Establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the north side of St. Anthony Drive from a point 247 feet east of Mount Mary Drive to a point 790 feet east of Mount Mary Drive.

- C. Establish a NO PARKING zone on the north side of St. Anthony Drive from a point 790 feet east of Mount Mary Drive to a point 925 feet east of Mount Mary Drive.
- D. Establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the north side of St. Anthony Drive from a point 925 feet east of Mount Mary Drive to a point 1162 feet east of Mount Mary Drive.

TERMINATION OF TRIAL PERIODS

- 8. That, on a 90-day trial, to remove the 2-HOUR PARKING zone on the north side of Eliza Street from Clay Street to Roosevelt Street.

A motion was made by C. Karow, seconded by D. Theno, and carried to remove and adopt by ordinance the 2-HOUR PARKING zone on the north side of Eliza Street from Clay Street to Roosevelt Street.

- 9. That, on a 90-day trial, to remove the NO PARKING zone on the west side of Chestnut Avenue from and including the cul-de-sac south of Dousman Street to Mather Street.

A motion was made by C. Karow, seconded by D. Theno, and carried to remove and adopt by ordinance the NO PARKING zone on the west side of Chestnut Avenue from and including the cul-de-sac south of Dousman Street to Mather Street.

- 10. That, on a 90-day trial, to establish a NO PARKING zone on the west side of Chestnut Avenue from and including the cul-de-sac south of Dousman Street to James Street.

A motion was made by C. Karow, seconded by D. Theno, and carried to establish and adopt by ordinance a NO PARKING zone on the west side of Chestnut Avenue from and including the cul-de-sac south of Dousman Street to James Street.

- 11. That, on a 90-day trial, to remove the NO PARKING BUS LOADING ONLY 7:00 AM – 4:00 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

A motion was made by C. Karow, seconded by D. Theno, and carried to remove and adopt by ordinance the NO PARKING BUS LOADING ONLY 7:00 AM – 4:00 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

- 12. That, on a 90-day trial, to establish a NO PARKING 7:00 AM – 4:00 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

A motion was made by C. Karow, seconded by D. Theno, and carried to establish and adopt by ordinance a NO PARKING 7:00 AM – 4:00 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

- 13. That, on a 90-day trial, to remove the NO PARKING zone on the south side of Ninth Street from a point 100 feet west of Ridge Road to a point 100 feet east of Ridge Road.

A motion was made by C. Karow, seconded by D. Theno, and carried to remove and adopt by ordinance the NO PARKING zone on the south side of Ninth Street from a point 100 feet west of Ridge Road to a point 100 feet east of Ridge Road.

14. That, on a 90-day trial, to establish a NO STOPPING OR STANDING zone on the south side of Ninth Street from a point 100 feet west of Ridge Road to a point 100 feet east of Ridge Road.

A motion was made by C. Karow, seconded by D. Theno, and carried to establish and adopt by ordinance a NO STOPPING OR STANDING zone on the south side of Ninth Street from a point 100 feet west of Ridge Road to a point 100 feet east of Ridge Road.

15. That, on a 90-day trial, to remove the 4-WAY STOP condition on Paula Street and Peterson Road at Kathy Drive.

Eng. Hansen recommended rescinding Items 15 and 16 since Ald. Wiezbiskie was not able to attend the October meeting, and understands that there is strong support from the neighborhood according to the alder to keep the 4-WAY STOP in place. The signs were never switched due to staff's concern of the high potential that the intersection control would change from 4-WAY to 2-WAY back to 4-WAY STOP, which not only confuses motorists but creates a safety issue.

A motion was made by D. Theno, seconded by Ald. Steuer, and carried to rescind the removal of the 4-WAY STOP condition on Paula Street and Peterson Road at Kathy Drive.

16. That, on a 90-day trial, to establish a 2-WAY STOP condition on Paula Street and Peterson Road at Kathy Drive.

A motion was made by D. Theno, seconded by Ald. Steuer, and carried to rescind the establishment of a 2-WAY STOP condition on Paula Street and Peterson Road at Kathy Drive.

17. That, on a 90-day trial, to establish a NO PARKING zone at the west terminus of Mary Queen Road.

A motion was made by C. Karow, seconded by D. Theno, and carried to establish and adopt by ordinance a NO PARKING zone at the west terminus of Mary Queen Road

There being no other items of discussion, a motion was made by D. Theno, seconded by C. Karow, and carried to adjourn from the regular order of business. The meeting ended at 6:17 P.M.

The next Traffic Commission meeting is scheduled for Monday, February 16, 2015, at 5:30 P.M. in Room 207.