

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, April 20, 2015
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

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

GENERAL BUSINESS

1. Approval of the agenda.

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

2. Approval of the minutes from the March 16, 2015 Traffic Commission meeting.

A motion was made by D. Theno, seconded by C. Karow, and carried to approve the minutes from the March 16, 2015 Traffic Commission meeting.

3. Election of vice chair.

Bryan Lipke announced his resignation from the Traffic Commission, which leaves a vacancy in the vice chair. Commissioners thanked B. Lipke for his service.

D. Theno recommended C. Karow as Vice Chair. C. Karow declined. V. Kassab recommended D. Theno as vice chair. All commissioners were in verbal agreement.

A motion was made by V. Kassab, seconded by Ald. Steuer, and carried to elect Dan Theno as vice chair.

4. Report by the Police Department of the 2015 1st quarter serious injury and fatality crashes.

Traffic Operations Lieutenant Karl Ackermann summarized the report, which included two fatalities. The report is included at the end of the minutes. A discussion took place about yellow and red light running; traffic signal timings; downloading smartphone activity data; that crashes are caused by road, driver, or vehicle failures; and intoxicated use of a vehicle.

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 2015 1st quarter serious injury and fatality crashes.

INITIAL REQUESTS

5. Request by Ald. Steuer to perform a pedestrian safety study of the West Side Trail at its Bond Street, Military Avenue, and Shawano Avenue crossings with consideration of installing safety lights and features.

City Traffic Engineer David Hansen displayed an interactive map and photos of the three trail crossings. He described the history of the West Side Trail and all crossings in detail, summarizing that the Military Ave and Shawano Ave crossings are signed and marked greater than the minimum requirements due to their midblock location. Additionally, given the long, straight, and wide roadway segments, both crossings are visible from hundreds of feet away. The primary difference between the two crossings is that one is perpendicular to the street (Shawano Ave) and the other is angled (Military Ave). No crossing exists at Bond St. Eng. Hansen visited all sites, crossed as most pedestrians would do, and spoke with many trail users at the crossings. Most are happy with the end results. Some experienced motorists not yielding. The majority stated they used caution when crossing, and have done so safely. Eng. Hansen stated that there is no crash history at any of the crossings. Compliance to the existing pedestrian signs and markings should improve with driver education and enforcement.

A discussion took place about crossing distances, how long it takes to cross each street, and median safe zones for pedestrians.

Ald. Steuer read aloud an email from one of his constituents concerned with the trail crossings. That email can be found at the end of the minutes. Discussion continued about the pros and cons of flashing lights; and that enforcement is now needed since the engineering portion is in place. Lt. Ackermann stated that WisDOT doubled the GBPD traffic safety grant, and will implement "Operation Frogger" (pedestrian crossing enforcement effort) at these crossings sometime between mid-May and the end of summer. The media typically covers the operation, which serves as a public educational tool. Staff also hands out informational flyers during stops to educate the motorists on pedestrian laws. GBPD also uses Facebook to promote the operation. Discussion continued that society and this community were not always pedestrian and bike friendly but rather vehicle friendly. Times have changed while more people are becoming health conscious. We need a cultural shift to address those needs, which we are seeing. But persistence is also part of realizing the shift. Discussion continued about when to use flashing beacons (when ped-bike volumes are high); countdown pedestrian timers at signals (Dousman-Fisk); that many motorists and pedestrians still do not understand the state's yield-to-pedestrians law; and walking-visually disabled pedestrians. District Captains have been requested to furnish a list of pedestrian crossing locations in need of enforcement.

Ald. Steuer stated he wants to inform his constituents that something is being done, and that discussion took place about it. Lt. Ackermann stated he can follow up with the alder with the enforcement results. Ald. Steuer stated he'd still like to see how much flashing lights would cost. Eng. Hansen responded that need should be established before estimating costs.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to receive and place on file the request by Ald. Steuer to perform a pedestrian safety study of the West Side Trail at its Bond Street, Military Avenue, and Shawano Avenue crossings with consideration of installing safety lights and features.

6. Request by the Department of Public Works to remove four of the 2-HOUR parking meters on the south side of Northland Avenue west of Adams Street and replace with a PERMIT PARKING ONLY 7 AM TO 5 PM MONDAY THROUGH FRIDAY zone.

Eng. Hansen displayed an interactive map of the area. He stated that a downtown business condo association used to have permit parking but were displaced during downtown

redevelopment. In response, DPW offered them on-street permit parking on the new street, Northland Ave. The condo association accepted the displaced parking location.

A motion was made by C. Karow, seconded by V. Kassab, and carried that, on a 90-day trial, to establish a PERMIT PARKING ONLY 7 AM TO 5 PM MONDAY THROUGH FRIDAY zone on the south side of Northland Avenue from a point 140 feet west of Adams Street to a point 50 feet west of Adams Street.

7. Request by the Traffic Engineer to establish a NO STOPPING OR STANDING zone on west side of North Fisk Street just south of Dousman Street.

Eng. Hansen stated that he received a report from the Dousman-Fisk crossing guard that there have been parents parking too close to the intersection, which conflicts with buses that turn right from Dousman St onto southbound Fisk St. Eng. Hansen confirmed the report by observing the condition while onsite. He recommended establishing a NO STOPPING OR STANDING zone instead of a NO PARKING zone, as the NO PARKING zone would still allow parents to sit in their vehicle as they wait for their child to be picked up.

Ald. Steuer stated that some driveways get blocked by vehicles but that the traffic conditions around school release time are getting better. He supports the request.

A motion was made by V. Kassab, seconded by B. Lipke, and carried that, on a 90-day trial, to establish a NO STOPPING OR STANDING zone on west side of North Fisk Street from a point 95 feet south of Dousman Street to Dousman Street.

90-DAY TRIAL REQUESTS

8. Request by Ald. Zima, on behalf of area residents, to install a NO PARKING HERE TO CORNER sign on the east side of Hazel Street from the driveway at 115 Hazel Street to Christiana Street. (Approved on March 16, 2015)

Eng. Hansen stated there was an error in the original request. He spoke with the resident, who explained to him that the street is very narrow, and his kids have accidentally backed their vehicles into parked cars on the west side of Hazel St. The requestor is asking that ingress and egress to his driveway is made easier and safer by restricting parking across from and south of his driveway. Eng. Hansen supports the request.

A motion was made by Ald. Steuer, seconded by B. Lipke, and carried:

- A. To rescind the motion from the March 16, 2015 meeting to establish a NO PARKING zone on the east side of Hazel Street from Christiana Street to a point 70 feet north of Christiana Street.
- B. That, on a 90-day trial, to establish a NO PARKING zone on the west side of Hazel Street from Christiana Street to a point 50 feet north of Christiana Street.

TERMINATION OF TRIAL PERIODS

9. 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.

A motion was made by D. Theno, seconded by C. Karow, and carried to remove and adopt by ordinance the NO PARKING 6 PM TO 2 AM zone on both sides of Newhall Street from Main Street to Proper Street.

10. That, on a 90-day trial, to 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.

A motion was made by D. Theno, seconded by C. Karow, and carried to remove and adopt by ordinance 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.

11. That, on a 90-day trial, to 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.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish and adopt by ordinance 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.

12. That, on a 90-day trial, to 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.

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 St. Anthony Drive from a point 790 feet east of Mount Mary Drive to a point 925 feet east of Mount Mary Drive.

13. That, on a 90-day trial, to 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.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish and adopt by ordinance 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.

There being no other items of discussion, a motion was made by B. Lipke, seconded by Ald. Steuer, and carried to adjourn from the regular order of business. The meeting ended at 7:01 P.M.

The next Traffic Commission meeting is scheduled for Monday, May 18, 2015, at 5:30 P.M. in Room 207.

RECORDING: The audio from this meeting will be recorded and made available online at www.green-bay.org.

ACCESSIBILITY: Arrangements for any person wishing to attend who requires special accommodation because of a disability should contact the City Safety Manager at 448-3125 at least 48 hours before the scheduled meeting time.

QUORUM: Please take notice that it is possible that additional members of the Council may attend this Commission meeting, resulting in a majority or quorum of the Common Council. This may constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.

REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.



GREEN BAY POLICE DEPARTMENT OPERATIONS DIVISION

Lt. Karl D. Ackermann

920-448-3217

2015 First Quarter Serious Injury & Fatal Accident Report

15-200988 (Fatality)

At about 1120am on 01-24-15, a fatality crash occurred at the intersection of Roosevelt St. and East Mason St. A sedan being driven by a 59 year old female was headed SB On Roosevelt St. and had stopped for the red traffic signal, waiting for it to turn green. A midsize SUV was WB on East Mason and approaching the same intersection. When the light turned green, the female proceeded to cross the intersection headed south. The driver of the east bound SUV, a 35 year old male, entered the intersection against the red light. The SUV struck the driver's side of the sedan at approximately 18mph. A GBPD officer had been stopped in the lot at the Astor Park Minimart and captured a portion of the accident on the squad video. Rescue was summoned and on arrival immediately transported the female to St. Vincent's ER where she succumbed to her injuries. After review by the DA, the driver of the SUV was charged with a violation of a traffic control signal by a motor vehicle.

15-202032 (Fatality)

On 02-20-15 at approximately 1257am, a fatality accident occurred at 1362 E. Walnut st. Investigation of this accident showed that the driver had been headed NB on Baird St. and upon arriving at the intersection of E. Walnut, the driver initiated a left turn to head west. The driver, who had a .354% BAC, did not induce a corrective steering after making the turn. This directed the vehicle he was driving into the front or northeast corner of the residence at 1362 E. Walnut st. The operator, a 34 year old male died at the scene.

Sent: Sunday, April 19, 2015 6:54 PM
To: District Ten
Subject: Re: signs

Hi Mark:

Here are some observations, comments, and a suggestion or so regarding the bike/walking/running trail that is between Oneida Street and and Bond Street. My (safety) concerns primarily have to do with where the trail crosses Shawano Avenue, and Military Avenue.

The observation on Shawano Avenue: Two signs (one west bound, one east bound) designating a a type of crossing exits. There are white blocks (think album cover on the Beatles Abbey Road) on the street. No parallel strips that you would find at crossing at an intersection. The speed limit is 30 mph. There are no flashing lights or other means of caution to the driver other than one sign in either direction. No sign indicating a trail crossing.

The observation at Dousman and Fisk Streets: Granted Chappell School is is at this intersection. There is the standard yellow crossing sign with two figures on it. One on each corner. There is also a button to push at each stop light, to use when wishing to cross the street. There are the parallel white lines, normal for an intersection. Speed limit is 25 mph. No indication a trail crosses this intersection.

The observation on Military Avenue: Two signs northbound, and southbound, indicating a type of crossing. No white blocking on the pavement, just parallel lines. Speed limit posted in 35 mph.

I have run this trail many times, and very, very few times do vehicles slow down at these points. Only sometimes on Shawano Avenue. All crossings have clear view for both user and driver. Fisk and Dousman, the trail user is pretty well protected with the stop lights (however, a car did hit me once when I had the walk sign. They were turning right while having a red light. They looked left for oncoming traffic, but not left for pedestrian traffic). Military, the trail users crosses at their own risk (fate). There is totally no regard for the user by drivers in this area. My concern, someone will get injured on this trail while crossing any of the above mentioned crossings.

My recommendation is: have flashing lights installed at the Shawano Avenue, and Military crossing. They could be activated by button, by the user, or perhaps by a motion sensor. I was in a race in Appleton, last Wednesday. Right on College Avenue. I also notice the crossing on College Avenue, by Lawrence University has flashing lights. The drivers were much more attentive than I have experienced in Green Bay. When I attempt to cross Military, and notice drivers drive right by without slowing down, I often notice a type of confused look on their faces, and maybe a question of who has the right of way. Or, I get the look that seems to indicate 'my vehicle is bigger than you, so you stop, I keep going!'. I commend the city of Green Bay making available a multi-use trail. It is my hope that it will be made more safe for the users of the trail, before something unfortunate happens.

Sincerely
Russ Christensen