

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, May 16, 2016
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Lieutenant Karl Ackermann, Alderperson Barbara Dorff (arrived at 5:47PM), Chuck Karow, and Brigid Riordan

EXCUSED: None

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

GENERAL BUSINESS

1. Approval of the agenda.

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

The items were proposed and heard in this order: 1-5, 7, 8, 6, 9-13.

2. Approval of the minutes from the April 18, 2016 Traffic Commission meeting.

A motion was made by C. Karow, seconded by B. Riordan, and carried to approve the minutes from the April 18, 2016 Traffic Commission meeting.

3. Report by the Police Department of the 2016 1st quarter serious injury and fatality crashes.

Lt. Ackermann summarized the report, which can be found at the end of the minutes.

A motion was made by C. Karow, seconded by D. Theno, and carried to approve the report by the Police Department of the 2016 1st quarter serious injury and fatality crashes.

INITIAL REQUESTS

4. Request by Ald. Wery to establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAY parking zone on Ernst Drive and possible Neufeld Street, based on neighborhood feedback.

Eng. Hansen stated that the residents are concerned with Notre Dame Academy (NDA) students parking on public streets all day in the vicinity. Reports of blocked driveways and waste/recycle not getting picked up because vehicles are blocking access have been received. Both Ernst Dr and Neufeld St used to be signed 2-hour parking during school hours. But in 2013, the residents requested the signs be removed. Then, in December 2015, a request to restrict parking to 2-hours during school hours was approved on S Ridge Rd due to issues with NDA students parking on street. Subsequently, those students moved to Ernst Dr and Neufeld St. Although there are neighborhood benefits if the request is approved, Eng. Hansen stated that doing so will just push the issues to other streets. When students park on Ridge, Ernst, or Neufeld, they walk to the traffic signal at Mason/Ridge to cross safely. If the parking problem is pushed east of S Ridge Rd, then the students will use either the neighborhood cat walk to

Maryhill Dr, which is not a controlled pedestrian crossing, or the cat walk to the S Ridge Rd leading to the traffic signal at Mason-Ridge. A long-term fix to the problem is needed.

A motion was made by C. Karow, seconded by B. Riordan to suspend the rules.

Kevin Shaw, Notre Dame Academy (NDA) President (2116 Crestwood Springs Drive), stated that NDA recognizes the parking issue. Currently 70 students are on their waiting list for onsite parking passes. NDA is looking at long-term solutions both onsite and offsite, and leasing and lot construction. NDA is considering adding 40 spaces to their athletic lot.

Tim Davey (829 Ernst Drive) stated that he is glad that NDA is looking at solutions, but that the neighborhood needs relief right away, as garbage and yard waste is not getting picked up, and the street is not getting swept. The street is narrow with cars parked up on both sides, making it difficult to back out of driveways, and too narrow for emergency vehicles.

Dave Matzke (913 Ernst Drive) stated that about 40 cars park on Ernst Dr each day. Cars park too close to Shirley Street. It's difficult to maintain 2-way traffic. Some students parking at NDA come pick up students parking on Ernst Dr. He suggested that students park on the north side of Tilkens St but its currently posted 2-hour parking.

Jean Fiedler (844 Neufeld Street) stated that she has 23 elderly friends that visit for club meetings that now have to walk far to get to her home. She also has experienced issues backing out of her driveway.

William Thao (883 Ernst Drive) stated that students park too close to his driveway. He and his wife have had near miss crashes backing out of their driveway. He is concerned for his kids playing too close to parked cars.

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

A lengthy discussion took place. Audio and video from that discussion can be found on the City's YouTube page under Traffic Commission.

A motion was made by C. Karow, that on a 90-day trial to:

- A. Establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on Ernst Drive from Neufeld Street to Shirley Street.
- B. Establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on Neufeld Street from Ernst Drive to Shirley Street.

A motion was made by B. Riordan and seconded by C. Karow to suspend the rules.

Kevin Shaw stated that NDA is addressing the issue with modifications to their athletic lot over the summer. He asked if the 2-hour zone were approved that the signs be installed after May 26th.

A discussion took place about the 90-day trial, and that it would be a good compromise between school and neighborhood to let NDA finish classes before changing the zone.

C. Karow amended his motion so that the 90-day trial would not start earlier than Friday, May 27, 2016. Motion seconded by B. Riordan, and carried.

5. Request by Ald. Wery on behalf of the Western Corridor Neighborhood Association to study the need for an adult crossing guard at the intersection of Western Avenue and Oneida Street.

Eng. Hansen stated that the City does not fund adult crossing guards for middle schools. He understands that the Police Department delegated a half shift guard that works Mason/12th prior to moving over to Oneida/Lore for Franklin Middle School students. Having that guard available for crossing should be more than adequate, especially given that the requested crossing intersection, Oneida/Western, is only 1 block north of Oneida/Lore. He recommended Franklin Middle School administration staff to implement a safe route plan that incorporates crossing Oneida Street at Lore Lane only. He recommended receiving and placing on file the request.

A motion was made by D. Theno, to receive and place on file the request to study the need for an adult crossing guard at the intersection of Western Avenue and Oneida Street.

Ald. Dorff stated she feels the City should fund adult crossing guards for middle schools. She had reviewed the traffic and pedestrian situation and also met with the principal of Franklin Middle.

Eng. Hansen provided a history of the installation of the Lore Ln midblock crosswalk, and that those improvements led to increased usage of the cat walk between Lore Ln and Western Ave, which likely is contributing to an increase in students crossing Oneida St at Western Ave.

A discussion took place about speeding reports on Western Ave, how new crossing guards are funded and approved, that students need to be educated on the safe routes to and from school, and that there have been numerous crossing guard requests at elementary schools which we cannot fund which is where the warrant study process is needed in order to take the emotion out of the decisions and make objective decisions on crossing guard locations.

C. Karow seconded the motion. Motion carried.

6. Request by Ald. Sladek - on behalf of Lucas Lechnir, Assistant Principal at Lombardi Middle School – to install markings/signage for pedestrian crossings of South Point Road at the intersections of Hazelwood Lane, He-Nis-Ra Lane, Whippoorwill Drive and Oakwood Drive.

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

Lucas Lechnir, (1318 Navigator Way, De Pere), stated that he is the Assistant Principal of Lombardi Middle School, and spoke in favor of crosswalks at the noted locations.

A lengthy discussion took place. Audio and video from that discussion can be found on the City's YouTube page under Traffic Commission.

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

Eng. Hansen stated that some curb ramps exist at the intersections. However, staff cannot mark or sign crosswalks at those locations because there are no existing curb ramps on the

other side of the street and also that no sidewalks exist on both the east side of South Point Rd and on the intersecting streets. He stated that if sidewalks were ordered in at those locations, then staff could consider crosswalks. But until then, the city cannot legally mark or sign those locations with crosswalks.

A motion was made by D. Theno, seconded by Ald. Dorff, to receive and place on file the request to install markings/signage for pedestrian crossings of South Point Road at the intersections of Hazelwood Lane, He-Nis-Ra Lane, Whippoorwill Drive and Oakwood Drive.

REFERRED BACK FROM STUDY

7. To refer to staff a study to restripe South Point Road from Hazelwood Lane to West Point Road.

Eng. Hansen distributed copies of the report to each Commissioner. He summarized the report and answered questions. A lengthy discussion took place. Audio and video from that discussion can be found on the City's YouTube page under Traffic Commission.

A motion was made by C. Karow, seconded by Ald. Dorff, to stripe South Point Road with 1-10 foot travel lane, 1-5 foot bike, and 1-7 foot parking lane in each direction, from Hazelwood Lane to West Point Road, with the goal of permanently reducing motorist speeds and attaining voluntary motorist speed compliance through the use of narrower lane width with no impact to on-street parking while adding bike lanes.

8. To refer to staff a study to restripe West Point Road from a point 600 feet east of Hillcrest Drive to South Point Road.

Eng. Hansen distributed copies of the report to each Commissioner. He briefly summarized the report and answered questions. A short discussion took place.

A motion was made by C. Karow, seconded by Ald. Dorff, to stripe West Point Road with 1-10 foot travel lane, 1-5 foot bike, and 1-7 foot parking lane in each direction, from a point 600 ft east of Hillcrest Dr to South Point Road, with the goal of permanently reducing motorist speeds and attaining voluntary motorist speed compliance through the use of narrower lane width with no impact to on-street parking while adding bike lanes.

TERMINATION OF TRIAL PERIODS

9. Remove the NO PARKING zone on both sides of Baird Street from a point 120 feet north of Day Street to a point 105 feet south of Day Street.

A motion was made by D. Theno, seconded by B. Riordan, and carried to adopt by ordinance the removal of the NO PARKING zone on both sides of Baird Street from a point 120 feet north of Day Street to a point 105 feet south of Day Street.

10. Remove the NO PARKING zone on the west side of Baird Street from a point 145 feet north of University Avenue to a point 102 feet south of Stuart Street.

A motion was made by D. Theno, seconded by B. Riordan, and carried to adopt by ordinance the removal of the NO PARKING zone on the west side of Baird Street from a point 145 feet north of University Avenue to a point 102 feet south of Stuart Street.

11. Establish a NO PARKING zone on the west side of Baird Street from a point 102 feet south of Stuart Street to a point 120 feet north of Day Street.

A motion was made by D. Theno, seconded by B. Riordan, and carried to adopt by ordinance to establish a NO PARKING zone on the west side of Baird Street from a point 102 feet south of Stuart Street to a point 120 feet north of Day Street.

12. Establish a NO PARKING zone on the east side of Baird Street from a point 105 feet south of Day Street to a point 120 feet north of Day Street.

A motion was made by D. Theno, seconded by B. Riordan, and carried to adopt by ordinance to establish a NO PARKING zone on the east side of Baird Street from a point 105 feet south of Day Street to a point 120 feet north of Day Street.

13. Establish a NO PARKING LOADING ONLY zone on the south side of Elm Street from a point 220 feet west of Madison Street to a point 175 feet west of Madison Street.

A motion was made by D. Theno, seconded by B. Riordan, and carried to adopt by ordinance to establish a NO PARKING LOADING ONLY zone on the south side of Elm Street from a point 220 feet west of Madison Street to a point 175 feet west of Madison Street.

There being no other items of discussion, a motion was made by C. Karow, seconded by Ald. Dorff, and carried to adjourn from the regular order of business. The meeting ended at 7:10 P.M.

The next Traffic Commission meeting is scheduled for Monday, June 20, 2016, at 5:30 P.M. in Room 207.



GREEN BAY POLICE DEPARTMENT OPERATIONS DIVISION

Lt. Karl D. Ackermann

920-448-3217

2016 First Quarter Serious Injury & Fatal Accident Report

16-213470 (Fatality Accident)

On 02-19-16 at approximately 9:40 P.M., the Green Bay Police Department responded to a report of a two vehicle accident at the intersection of CTH EB (Packerland Dr.) and Oakwood Dr. This accident was investigated by both the BRSO Reconstruction team and the Green Bay PD Reconstruction team working together due to the severity of the crash. The investigation showed that the two victims, a husband and wife, were traveling NB on Packerland Dr. They were returning home after going out for dinner. While passing through this intersection, their vehicle was struck in the passenger side at a high speed by a vehicle headed WB on Oakwood Dr. The operator of the vehicle which struck the victims had failed to stop for a stop sign located at the intersection for traffic headed EB & WB. Both victims were deceased upon police arrival. The offending driver had been arrested less than a year prior to this date for a first offense OWI and his driving privileges were revoked at the time of this accident. Subsequent toxicology tests showed this driver's BAC to be .206%. He was charged with two counts of homicide by intoxicated use of a motor vehicle and one count of causing great bodily harm by intoxicated use of a motor vehicle for injuries sustained by a passenger inside the offending driver's vehicle. The court case on these charges is currently pending.