

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, July 20, 2015
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Lieutenant Karl Ackermann, and Victoria Kassab

EXCUSED: Alderman Mark Steuer

OTHERS PRESENT: Ald. Tom Sladek (filling in for Ald. Steuer), Ald. Jerry Wieszbiskie, and Recording Secretary and Operations Director Chris Pirlot

GENERAL BUSINESS

1. Approval of the agenda.

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

2. Approval of the minutes from the June 15, 2015 Traffic Commission meeting.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried to approve the minutes from the June 15, 2015 Traffic Commission meeting.

3. Report by the Police Department of the 2015 2nd quarter serious injury and fatality crashes.

Operations Director Chris Pirlot stated that he did not receive the second quarter serious/fatal crash report. So this item will need to wait until the next Traffic Commission meeting for action.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried to postpone the Police Department report of 2015 2nd quarter serious/fatality crashes until the August 17, 2015 Traffic Commission meeting.

INITIAL REQUESTS

4. Request by Ald. Wieszbiskie, on behalf of the residents along Highland Center Drive and Spartan Road, to address concerns of increased traffic volumes, trucks, and speeds along Highland Center Drive due to recent apartment development.

Mr. Pirlot summarized the results of a study completed by Traffic Division. Traffic volumes are not excessively high for the roadway pattern present. Spartan Road and Bay Highlands Drive are residential collector streets, and had recently been used by numerous construction vehicles to access a large townhouse construction project to the east of Spartan Road. The construction project is done now, except for some landscaping work. So, most

trucks are gone. Mr. Pirlot reminded all present that trucks are allowed to deviate from the closest truck route by the shortest most practicable route if they have a destination in a residential area. This appears to have contributed to a higher than normal (9.1%) westbound truck volume on Highland Center Drive.

The study also identified that the 85th percentile speed for northbound Spartan Road (25 MPH speed limit) was 45 MPH. Also, the 85th percentile speed for westbound Highland Center Drive (25 MPH speed limit) was 39 MPH. These are excessive for a residential area. Mr. Pirlot recommended that 1) Police Department be asked to perform speed enforcement in the area, 2) NO TRUCKS signs be installed on Highland Center Drive at Huron Road, and 3) NO TRUCKS signs be installed on Spartan Road at Luxemburg Road.

Ald. Wiezbiskie appeared before Traffic Commission, stating that he agrees with the findings of the Traffic Division study. He likes the idea of adding signs to control truck traffic, but would like a vehicle count on Luxemburg Road. He stated that unfortunately speeding is not a new issue. It is prevalent throughout the City. But Police Department can help us with that issue.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried to suspend the rules and allow interested parties to speak.

David Blackman, Neighborhood Association President (1605 Creekside Lane) appeared before Traffic Commission. He agrees that trucks need to stay on arterial routes, and that NO TRUCKS signs need to be installed. He also noted that the Spartan Road/Highland Center Drive curve/bend is hazardous. There have been crashes at this location related to vehicles out of control. Some of the incidents were not reported to the Police Department. Mr. Blackman suggested that STOP signs be considered at this location, to help slow vehicles.

Jed Ritchie (1507 Spartan Road) appeared before Traffic Commission stating that the townhouse project added 85 new residences to the neighborhood. The subdivision east of Spartan Road only has two exits, and Collegiate Way is the primary access point. Mr. Ritchie lives at the Spartan Road/Collegiate Way intersection, and has seen up to five cars per year in this front yard. He also sees significant volume and speed of farm vehicles (coming from Luxemburg Road) travel along Spartan Road and Highland Center Drive, to get to farmland north of the highway. Contractor trucks also cut through late in the day, going home from work. Mr. Ritchie agrees with the excessive speed findings in the study. His concern is that the roadway pattern and traffic environment have been created, and added development has compounded the issue. Traffic laws can be enforced, but he wonders what the long-term solution will be.

Dave Meverden (3574 Highland Center Drive) appeared before Traffic Commission reiterating the speeding issue. He also added that many vehicles cut the reverse curve on Highland Center Drive, and suggested extending the existing centerline. Several mailboxes have been lost from errant vehicles.

Jerry Charlier (3567 Highland Center Drive) appeared before Traffic Commission indicating that farm vehicles are from Stahl Farms on Luxemburg Road. They cut through the neighborhood and go north of the highway to work. Mr. Charlier reminded all present that there will be more development on Humboldt and Luxemburg Roads someday that will add to traffic in the area. He wondered where that extra traffic will go. The Bay Highlands subdivision has become a shortcut. The City needs to consider diverting through traffic by keeping it on arterials such as Humboldt and Huron Roads. Mr. Charlier also expressed concern for the

speed and noise of motorcycles cutting through the neighborhood, and suggested that a beam guard rail be placed at the corner of Spartan Road and Bay Highlands Drive.

Tom Klimek (3480 Bay Highlands Drive) appeared before Traffic Commission stating that the subdivision is also affected to the west of Huron Road. Between 4:30 and 6:30 a.m., he hears a significant amount of truck engine braking on Huron Road, which is allowed by ordinance only in emergency situations. Mr. Klimek agreed with other comments and observations, and expressed that fatalities in the area are not a question of “if” but “when.”

Amy Nehls (3584 Highland Center Drive) appeared before Traffic Commission stating she and others in the neighborhood are regular walkers. All concerns expressed by others affect pedestrians to a higher degree. She does not like to walk near the Spartan Road/Highland Center Drive corner due to high speeds and vehicles cutting the corner.

Bob Wenger (1429 Spartan Road) appeared before Traffic Commission stating that he lives near the Ritchie residence. Mr. Wenger reinforced the traffic speed and volume concerns, and vehicles not stopping at the STOP sign on Collegiate Way at Spartan Road.

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

C. Karow asked if farm equipment is exempt from using residential streets. M. Kuepers asked if there are farm equipment related signs that could be used in this situation. Lt. Ackerman stated that farm equipment is allowed to travel on any road as long as they are going to/from a legitimate destination.

C. Karow reminded all present that the present situation is a result of site development and subdivision planning decisions, as well as motorist habits. He realizes that everybody (so to speak) wants to live in a cul-de-sac, but vehicles still need to get to/from their destinations. As other development comes into the area, the City is stuck with the existing roadway pattern. But planning can be put into any future roadway plans to minimize cut-through traffic issues.

D. Theno stated that the overall problem will not be solved tonight. But proper signing and enforcement is a good start. After that, the City needs to determine how to proceed long-term.

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

- A) Install NO TRUCKS signing for eastbound Highland Center Drive at Huron Road.
- B) Install NO TRUCKS signing for northbound Spartan Road at Luxemburg Road.
- C) Install “← ALL TRUCKS” signing for westbound Luxemburg Road at Huron Road.
- D) To direct Police Department to perform directed traffic patrol in and adjacent to the Bay Highlands Subdivision.
- E) To encourage residents to discuss traffic calming measures with DPW-Traffic Division.

At this point, M. Kuepers left, and D. Theno assumed Chair duties.

5. Request by Ald. Nicholson to review the traffic signals on the corner of Main Street and Lime Kiln Road.

Mr. Pirlot stated that average daily traffic counts broken down by the hour are needed to conduct a nighttime signal flashing study. This data is available from WisDOT, but needs to be analyzed first.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried to refer to staff for study the request to review the traffic signals on the corner of Main Street and Lime Kiln Road.

6. Request by Ald. Tom De Wane to remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Newberry Avenue from Reimer Street to Huth Street. (Postponed from June 15, 2015 Traffic Commission meeting)

Ald. Nennig appeared before Traffic Commission stating that although Ald. DeWane submitted the petition, this is Ald. Nennig's district. He canvassed the block in question, and discovered that only the original petitioner at 1869/1873 Newberry wants the zone removed. So if anything would change, he requested that the zone only be removed along the west half of the north side of the block between Huth and Reimer Streets.

General discussion among Traffic Commission members indicated that they were in favor of Ald. Nennig's request, but wanted to wait until closer to the start of school to start a 90-day trial period. Mr. Pirlot reminded the Commission that as soon as a motion is made for a trial period, the clock starts ticking. He recommended that this item be postponed until the August 17 meeting before the motion is made.

A motion was made by C. Karow, seconded by V. Kassab, and carried to postpone until the August 17, 2015 Traffic Commission meeting, the request to discuss, with possible action, to remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Newberry Avenue from Reimer Street to Huth Street.

7. Request by Ald. Steuer to address handicapped parking issues and other parking issues, particularly near The Flats area, with all of the construction taking place in the downtown area. Also referred to Improvement & Service Committee. (Postponed from June 15, 2015 Traffic Commission meeting)

Mr. Pirlot stated that the CityDeck Court street obstruction permits issued to contractors building the "CityDeck Landing" development expired and tenants are moving in. North Washington Street and CityDeck Court are now open to traffic. Eventually there will be about 5 metered parking stalls (90 degree stalls, not parallel) on the north side of CityDeck Court next to the apartments. The south side needs to remain NO STOPPING OR STANDING due to the narrow roadway width and need to maintain a fire lane. There will be 4 metered stalls on the west side of North Washington Street between CityDeck Court and Main Street. The east side needs to remain NO STOPPING OR STANDING due to the narrow roadway width and to maintain adequate travel lanes. Disabled motorists per State Statute can park in metered or time-limited on-street stalls (with a limit of 30 minutes or greater) for unlimited time periods and at no charge, all day, on a first-come, first-served basis. Each new development has disabled stall requirements. Per zoning code, Flats on the Fox (FOTF) has 64 stalls with 3 disabled stalls. CityDeck Landing has 91 stalls with 4 disabled stalls. FOTF has spots in Main Street ramp and the River Ramp. CityDeck Landing has parking in its own underground parking garage.

A motion was made by V. Kassab, seconded by C. Karow, and carried to receive and place on file the request to address handicapped parking issues and other parking issues, particularly near The Flats area, with all of the construction taking place in the downtown area.

8. Request by Ald. Sladek to discuss, with possible action, improving the safety of pedestrians crossing West Mason Street at La Count Road.

Mr. Pirlot discussed the highlights from the pedestrian traffic study conducted by Traffic Engineer David Hansen. That report is attached.

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

- A) Mark and sign a new crosswalk crossing the east approach of the West Mason Street and La Count Road intersection.
- B) Mark a new crosswalk with stop line crossing the south approach of the West Mason Street and La Count Road intersection.
- C) Direct the Police Department to enforce speeds on West Mason Street near La Count Road.
- D) Double up speed limit signs on West Mason Street on its approaches to La Count Road, and increase sign size to the new standard size (existing signs are now minimum size).

TERMINATION OF TRIAL PERIODS

9. 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.

A motion was made by Ald. Sladek, seconded by V. Kassab, and carried to establish and adopt by ordinance 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

10. 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.

A motion was made by Ald. Sladek, seconded by V. Kassab, and carried to establish and adopt by ordinance 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.

11. 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.

A motion was made by Ald. Sladek, seconded by V. Kassab, and carried to establish and adopt by ordinance a NO PARKING zone on the west side of Hazel Street from Christiana Street to a point 50 feet north of Christiana Street.

There being no other items of discussion, a motion was made by Ald. Sladek, seconded by C. Karow, and carried to adjourn from the regular order of business. The meeting ended at 7:45 P.M.

The next Traffic Commission meeting is scheduled for Monday, August 17, 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.