

**MINUTES OF THE
TRAFFIC, BICYCLE, AND PEDESTRIAN COMMISSION
Monday, August 22, 2016
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Alderperson Bill Galvin (substitute for Ald. Barbara Dorff), and Ray Smith

ABSENT: Ald. Barbara Dorff, Chuck Karow, Brigid Riordan, Lieutenant Karl Ackermann

OTHERS PRESENT: Recording Secretary and Traffic Engineer David Hansen, Ald. Randy Scannell, and Ald. Mark Steuer

GENERAL BUSINESS

1. Approval of the agenda.

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

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

A motion was made by D. Theno, seconded by Ald. Galvin, and carried to approve the minutes from the July 18, 2016 Traffic Commission meeting.

INITIAL REQUESTS

3. Request by Ald. Galvin for consideration with possible action on investigating and developing a plan to better mark our crosswalks to make them more visible and safer.

Ald. Galvin stated that pedestrian safety in crosswalks continues to be an issue. He spoke of his personal experiences having trouble crossing Monroe Ave near Aldo Leopold School. He stated that we can do a better job marking lanes and educating the public on pedestrian laws. He understands there are limitations on how decorative we can be when painting crosswalks.

City Traffic Engineer David Hansen responded to Ald. Galvin's statements. DPW upgraded crosswalks by Aldo Leopold School earlier this year, and that they are now "above standard" yet it's reported that we still have compliance issues. Not all crosswalks are marked nor are required to be marked. He detailed the evolution of a crosswalk; from no markings to above standard markings/signing. Each crosswalk is unique, requiring an individualized signing/marketing design. Marking and signing all crosswalks the same reduces the effectiveness at the locations that need special attention. Making pedestrian crosswalks safer involves consistent application of the 3 "E"s (engineering, education, and enforcement). When only applying 1 or 2 of the "E"s, agencies cannot expect exceptional results. All "E"s need to be applied to achieve an improved safety level. Application of the educational part of the 3 "E"s seems to be the one that receives the least amount of attention. It's unclear which department is responsible for traffic education. Although DPW is not tasked with traffic education, DPW does use social media to educate the public on various traffic-related news and current issues.

Ald. Galvin stated that the city needs to identify high risk and high pedestrian volume intersections, then make them more visible. The education component could be fulfilled by a public-private concerted effort.

A discussion took place that high visibility crosswalks are typically used in high ped volume and crash locations. Countdown timers have replaced WALK and DON'T WALK ped lights.

Alds. Galvin and Steuer stated that more attention should be brought to pedestrian crossings where little to no vehicle gaps exist, and at locations approaching schools, parks, bike trails, and downtown. Ald. Steuer inquired about the costs to paint lines at intersections, and how often we painted them. Eng. Hansen stated the City uses water-based paints. Epoxy is typically used on first installs on a WisDOT-funded project. Long lines are painted twice a year on arterials and once on the others. Crosswalks, words, and symbols are painted once a year. Not all can get done in one year due to time/labor constraints, and weather delays.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to refer to staff for study the request on investigating and developing a plan to better mark our crosswalks to make them more visible and safer.

4. Request by Ald. Galvin for consideration with possible action on developing a year-long plan for educating drivers, pedestrians and bicyclists to be more aware of each other's use of roadways, to include enforcement to make our roadways safer for all to use.

Ald. Galvin stated that he witnesses all road users violating the rules of the road. GBPD has been busy with enforcement near Aldo Leopold School and at various locations through Operation Frogger. It seems our approach to fixing road violations is reactive, not proactive. What are other communities doing? Engineering should identify problem locations. We need a program to address problem locations, determine what solutions work, then use them.

A discussion took place about whether such a plan could be done with staff or would it need to be consulted out. Which department would be responsible for the education effort? Such an educational effort would need to be interesting, not boring, so it grabs the attention of the public. There are educational lessons learned from an enforcement encounter. Although staff should be involved, a community task force should be put together to pilot the educational effort. Should the Mayor's office be responsible for assembling and overseeing the effort? Staff could identify the needs, then report them to a task force.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to suspend the rules.

Chief of Staff Celestine Jeffreys agrees that all road users need to be more educated, and that driver education schools could help in the effort. More discussion is needed.

Ald. Steuer stated that groups such as Live54218 and local bike groups may want to assist in the educational efforts.

A motion was made by Ald. Galvin, seconded by D. Theno and carried to return to regular order of business.

A discussion took place that the Mayor's Office should take the initiative on this effort. Staff and other members can then be assigned to this future educational task force.

A motion was made by D. Theno, seconded by R. Smith and carried to receive and place on file the request on developing a year-long plan for educating drivers, pedestrians and bicyclists to be more aware of each other's use of roadways, to include enforcement to make our roadways safer for all to use.

5. Request by Ald. Galvin for consideration with possible action on developing a more and better marked bicycle paths on more City streets to allow bicyclists more access to our streets.

Ald. Galvin stated that, where used, bike lanes have calmed those streets. Families should be able to travel bike lanes to and from Bay Beach, and across the city, north to south and east to west, and back. He would like DPW to identify and mark streets wide enough for bike lanes.

Eng. Hansen stated that the city currently has 27 lane-miles of bike lanes. It also has marked many streets with "sharrows" (shared vehicle-bike lanes). It is unnecessary to mark bike lanes on residential streets. Accommodations for all road users, including bicyclists, are considered for each roadway reconstruction project. Some collectors are also parallel routes to arterials. When considering locations to mark bike lanes, it is safer to have the bike lanes on less busy streets. Collector streets that are 44 ft or wider are prime candidates, as those streets could be retrofitted while no parking would be lost. After bike lane candidate streets are identified, staff can then bring those recommendations to the Commission and ultimately Council for approval.

A discussion took place about the need to prioritize proposed bike lane locations due to budgetary constraints of installing and maintaining them.

A motion was made by D. Theno, seconded by Ald. Galvin and carried that the request for consideration with possible action on developing a more and better marked bicycle paths on more City streets to allow bicyclists more access to our streets, be referred to staff for study to identify roads best suited for bike lanes and to provide bike lane installation and maintenance costs for those proposed routes.

6. Request by Ald. Scannell for consideration with possible action to change the NO STOPPING OR STANDING spaces on the north side of Cherry Street, west of Washington Street to either 1-HOUR parking between 7 AM and 3 PM or parking meters possible between 7 AM and 3 PM.

Ald. Scannell stated that he would like the item received and placed on file.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to receive and place on file the request to change the NO STOPPING OR STANDING spaces on the north side of Cherry Street, west of Washington Street to either 1-HOUR parking between 7 AM and 3 PM or parking meters possible between 7 AM and 3 PM.

7. Request by Ald. Scannell for consideration with possible action to study the beginning and end point of truck traffic on Broadway and plan possible alternate routes.

Eng. Hansen stated that all of Broadway in the city is a truck route. He displayed the City's official heavy truck route map. Taking segments of Broadway off the truck route would force relocation of that truck route to a different street. Ashland Ave north of W Mason St is not a truck route. It is a nearby parallel route that is predominantly residential. After Ashland Ave, the

nearest existing north-south truck route is Military Ave. N Broadway from Dousman St to Mather St cannot be taken off of the truck route, as that is connecting highway US 141.

Ald. Scannell stated that businesses have asked for removal of the truck route from 9th St to Mather St. If we could determine where the trucks are coming from and going to, then we could find routes other than Ashland Ave to reroute trucks.

Eng. Hansen stated that there are no other feasible alternative truck routes other than Ashland Ave around Broadway. This was studied when consideration and ultimate closure of Broadway occurred for the Wednesday Farmer's Market.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to suspend the rules.

Brian Johnson (830 S Irwin Ave), On Broadway Inc. (OBI) Director, stated that the OBI district has a different intent for Broadway than truck traffic. They are concerned with pedestrians crossing Broadway in the mix of speeding trucks. If pedestrians don't feel safe, then it hurts their businesses. Truckers don't contribute to their goals nor patronize their businesses. Business owners want easy access to their businesses. Broadway is different now than what it used to be. They ask what options are available so their businesses can remain successful.

Garritt Bader (300 N Van Buren St), OBI Board Member, stated that heavy truck traffic is disruptive to businesses on Broadway, and trucks shake those buildings. The neighborhood along Broadway has evolved, and so the need for the truck route to evolve with it.

Celestine Jeffreys (614 Kellogg St) state that she does not support Ashland Ave as an alternate truck route since it is residential.

Nicole Zeeke (1242 Loch Dr), owner of Sassy Girl, stated that trucks are loud and disruptive to business all day long. Her customers complain about it.

Rebecca Ruffell (3755 S Webster Ave, Allouez) stated that she owns a business near Dousman/Broadway. Trucks are loud and disruptive. She parks east of Broadway and has to dodge trucks to get to her business. She agrees with G. Bader's and N. Zeeke's statements.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to return to regular order of business.

A discussion took place that some of that truck traffic may be generated by the current construction activities at the Larsen Green properties on N Broadway.

Ald. Galvin stated that since the Broadway corridor has changed, so should the truck traffic. We should support the positive growth of that corridor.

A discussion took place about the scope of a future traffic study. Eng. Hansen stated that an origin-destination study can determine where trucks are going to and coming from. Those studies are resource intensive and costly.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to refer to staff the request to study the beginning and end point of truck traffic on Broadway and plan possible alternate routes, studying in particular the area from Ninth Street to Mather Street.

8. Request by Ald. Steuer for consideration with possible action to have a traffic study on North Locust and North Platten Streets, between Dousman and Kellogg Streets.

Eng. Hansen stated that Commissioners heard a similar request from the alder back in March. The motion from Item 8 from the March agenda, staff was directed to collect speeds and report back. Item 8 from the April agenda summarized those speeds: Just north of Dousman St, the average speed on Locust St was 29.4 mph and was 28.7 mph on Platten St (0.7 mph faster on Locust St). Platten St carries 3.5 times more traffic than Locust St in this segment. 9 SPEED LIMIT 25 signs are posted along N Locust St and 4 SPEED LIMIT 25 signs are posted along N Platten St. The street with more speed limit signs had higher speeds than the one with less. In sum, adding more speed limit signs did not improve motorist compliance.

Ald. Steuer spoke about the inconsistencies between N Locust and N Platten Sts even though they are similar streets in design including their wide roadway width. There are more speed limit signs on Locust St. The primary issue is the accelerating speeding traffic that turns off of Dousman St onto these two streets. Residents south of Dousman St are also concerned with cut-through traffic on Platten St through to Shawano Ave. He's not sure what solution will work. Residents have asked for more STOP signs.

Eng. Hansen stated that adding more STOP signs, especially where not warranted, will breed motorist non-compliance to those STOP signs and ultimately make those streets more dangerous. Given the wide streets, they may be potential candidates for bike lanes, which could have a calming effect on traffic.

Ald. Steuer stated that accelerating traffic gives the impression of speeding traffic when indeed they may be traveling the speed limit. N Platten St needs more speed limit signs. Eng. Hansen stated there are 2 speed limit signs within the request area.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to suspend the rules.

Bob Heroux (611 Wilson St) stated that he walks a lot on those streets, and sees speeding motorists. More speed limit signs are needed.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to return to regular order of business.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to refer to staff the request to have a traffic study on North Locust and North Platten Streets, between Dousman and Kellogg Streets.

9. Request by Ald. Steuer for consideration with possible action to study the feasibility of establishing a YIELD or STOP condition at Park and Bond Streets.

Eng. Hansen stated that Park St tees into Bond St from the north. Currently there is no intersection traffic control. No crash history was found.

A motion was made by R. Smith, seconded by D. Theno and carried to suspend the rules.

Bob Heroux (611 Wilson St) is concerned with student pedestrian traffic safety from two nearby schools. Motorists coast through the intersection. Westbound traffic "winds up". Nobody has been hurt yet, but he wants to prevent injuries by trying to slow motorists down.

Ald. Steuer stated he has constituent 4 houses north of intersection concerned with the crowning of Bond St looking east from the intersection. He would like the sight lines studied.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to return to regular order of business.

Eng. Hansen stated that no study has been conducted. He's not aware of any crowning issue.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to postpone to the September 19, 2016 Traffic, Bicycle, and Pedestrian Commission meeting, the request to discuss, with possible action, to study the feasibility of establishing a YIELD or STOP condition at Park and Bond Streets.

REFERRED BACK FROM COUNCIL

10. Request by Ald. Wery, on behalf of the Western Corridor Neighborhood Association to install a flashing yellow light at the intersection of Western/Oneida or in any other way address safety concerns at this intersection.

Eng. Hansen stated that this request was Item 4 on last month's agenda, where it was received and placed on file. Summary from that discussion follows:

Eng. Hansen stated that he conducted a cursory review of the crash history of the intersection. In 2011, there were 2 non-reportables. In 2012, there were 2 reportables (1 injury). In 2013, there were 2 non-reportables. In 2014, there were 2 non-reportables and 3 reportables (2 injuries). In 2015, there was 1 non-reportable and 2 reportables (1 injury). The most frequent type of crash was a failure to yield from a STOP sign (Western Ave approaches) between NB and EB motorists. The number of crashes seems low. There are signs under each STOP sign stating CROSS TRAFFIC DOES NOT STOP. The intersection meets intersection sight distance requirements. He did not uncover any safety issues during his crash and field review. He stated that more students are walking to Western/Oneida via the cat walk between Lore Ln and Western Ave at the midblock crosswalk that was installed a couple of years ago. A crossing guard works the intersection of Oneida/Lore while a crossing monitor works the Lore Ln midblock crossing. He presumes that the students that used to cross Oneida St at Lore Ln are now crossing Oneida St at Western Ave.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to suspend the rules.

Cindy Guervara (1043 Western Ave), President of the Western Corridor neighborhood association (N.A.) with boundaries at Military-Shawano-Mason-12th, stated that 3 schools are nearby: Franklin, Lincoln, and Redeemer. She saw one traffic crash involving a van. Franklin students walk to the Boys & Girls Club, crossing Oneida St. Oak St is a drag strip. Her house was hit twice. Many motorist/parking violations occur near Western/Hudson. Three kids were hit at Western/Oneida in the 2015/2016 school year. Two people recently were hit at Edinger

Trail/Shawano where the inside westbound lane motorist stopped but the outside westbound lane motorist did not. They received a grant from the Mayor's Neighborhood Leader Council to place 25 mph stickers on garbage cans.

Jackie Hauser (W1896 Shady Rd, Seymour), Principal of Franklin Middle School, stated that she is a member of the Western Corridor neighborhood association. She has worked with Eng. Hansen to solve traffic issues through better loading/unloading practices and through newsletter announcements. She has worked with school resource officers and parking staff for speed and parking enforcement. The crossing guard at Oneida/Lore isn't always there. There also is a midblock crosswalk crossing Lore Ln where the school has been authorized to install a SCHOOL YIELD TO PEDS in-street sign which is installed and removed each school day. Anything we can do to draw more attention to students in crosswalks is appreciated.

Brianna Bauer (130 Garfield St) stated that she is a member of the N.A.. She stated that she is the only one that stops/yields at the midblock crosswalk. She is asking for anything to draw motorists' attention to crosswalks, like the button-activated flashing beacons at Oneida/Armed Forces near Lambeau Field. She stated that a resident took photos showing motorist parking at Western/Hudson and taking off while students are crossing Western Ave.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to return to regular order of business.

Eng. Hansen stated that based on new information he learned tonight that he should review the detailed Oneida/Western crash reports to determine what if any improvements are needed.

A motion was made by D. Theno, seconded by Ald. Galvin and carried to refer to staff the request to install a flashing yellow light at the intersection of Western/Oneida or in any other way address safety concerns at this intersection.

TERMINATION OF TRIAL PERIODS

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

A motion was made by D. Theno, seconded by Ald. Galvin, and carried to establish and adopt by ordinance a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on Ernst Drive from Neufeld Street to Shirley Street.

12. 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 D. Theno, seconded by Ald. Galvin, and carried to establish and adopt by ordinance a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on Neufeld Street from Ernst Drive to Shirley Street.

There being no other items of discussion, a motion was made by R. Smith, seconded by Ald. Galvin, and carried to adjourn from the regular order of business. The meeting ended at 7:26 P.M.

The next Traffic Commission meeting is scheduled for Monday, September 19, 2016, at 5:30 P.M. in Room 207.