

**-Amended-
MINUTES OF THE
TRAFFIC COMMISSION
Monday, August 24, 2015
City Hall, Room 207
5:30 pm**

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

EXCUSED: Chuck Karow

OTHERS PRESENT: Ald. Tim De Wane, Ald. Guy Zima, and Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the agenda.

The agenda items were taken in the following order: 1, 2, 12, 7-9, 3-6, 10-11, and 13-15.

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

2. Approval of the minutes from the July 20, 2015 Traffic Commission meeting.

A motion was made by D. Theno, seconded by Ald. Steuer, and carried to approve the minutes from the July 20, 2015 Traffic Commission meeting.

3. Report by the Police Department of the 2015 2nd quarter serious injury and fatality crashes. (Postponed from July 20, 2015 Traffic Commission meeting)

Traffic Operations Lieutenant Karl Ackermann summarized the report, which included two fatalities. The report is included at the end of the minutes.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to receive and place on file the report by the Police Department of the 2015 2nd quarter serious injury and fatality crashes.

INITIAL REQUESTS

4. Request by Ald. Wiezbiskie, on behalf of residents, to consider reducing the speed limit to 20 mph on Beach Lane.

Eng. Hansen showed an interactive 3D map of Beach Ln and surrounding area. The street is a cul-de-sac which has about 17 residential homes. The total length of the road is 1,200 ft. The standard speed of a residential street is 25 mph. Regarding changing posted speed limits, local governments can implement speed limit changes on the local road system without the Wisconsin Department of Transportation approval. Inside corporate limits of a city or village (other than outlying district), local governments may reduce 25 mph speed limits by up to 10 mph. However, all speed limit changes shall be based on a traffic engineering study, including modifications allowed under State Statute. No speed study has been completed for this street. Per reports from Ald. Wiezbiskie, the primary speed concerns are stemmed from parcel delivery vehicles. That said, since the speed violators can and should be easily identified, speed enforcement should take care of the alleged speeding problem.

A brief discussion took place that the alder should touch base with the residents to determine who they observed speeding, and should then contact the violators to discourage this from happening again.

A motion was made by Ald. Steuer, seconded by V. Kassab, and carried to receive and place on file the request to consider reducing the speed limit to 20 mph on Beach Lane.

5. Request by Ald. Wiezbiskie, on behalf of Sue Parsons, to construct a traffic signal or roundabout at Huron Road and East Mason Street.

Eng. Hansen stated that the intersection consists of 2 county highways. Therefore, the request to reconstruct the intersection as a roundabout or install traffic signals should be made to the Brown County Public Works Department.

A motion was made by D. Theno, seconded by V. Kassab, and carried to refer to the Brown County Public Works Department the request to construct a traffic signal or roundabout at Huron Road and East Mason Street.

6. Request by Ald. Wiezbiskie, on behalf of Sue Parsons, to construct roundabouts at:
 - a. Nicolet Drive at UWGB Main Entrance
 - b. Nicolet Drive at South Circle Drive
 - c. Nicolet Drive at East Shore Drive
 - d. Nicolet Drive at Mahon Court
 - e. University Avenue at WIS 57 Northbound offramp

Eng. Hansen read aloud an email from Sue Parsons to Ald. Wiezbieskie, which can be found at the end of the minutes, stating her concerns at each of the locations. Eng. Hansen stated that the Nicolet Drive at UWGB Main Entrance has 3 agencies with highway jurisdiction: north approach, Brown County Highway Department; south approach, City of Green Bay; east approach, the UW Board of Regents.

A discussion took place that the Traffic Commission does not have jurisdiction to order the reconstruction of intersections.

A motion was made by Ald. Steuer, seconded by V. Kassab, and carried to receive and place on file the request to construct roundabouts at:

- a. Nicolet Drive at UWGB Main Entrance
- b. Nicolet Drive at South Circle Drive
- c. Nicolet Drive at East Shore Drive
- d. Nicolet Drive at Mahon Court
- e. University Avenue at WIS 57 Northbound offramp

7. Request by Ald. Tim De Wane, to consider establishing a 4-WAY STOP condition at South Irwin Avenue and Porlier Street.

Eng. Hansen handed out a technical memorandum to Commissioners, containing an ALL-WAY STOP CONTROL warrant evaluation and speed survey. He summarized its contents and recommendations, which included maintaining the existing 2-WAY STOP control (S Irwin Ave stops for Porlier St), and for the Police Department to enforce speeds on Porlier St near S Irwin Ave, particularly in the eastbound and southbound directions approaching the intersection where 85th% speeds have been documented above 32 mph.

Ald. Tim De Wane stated he brought the request forward on behalf of a constituent who lives near the intersection that was involved in a crash at it where she was hit by a vehicle that ran the STOP sign, sustaining injuries. The alder requested flags be installed above the STOP signs.

A discussion took place that adding more STOP signs is not going to solve the problem of motorists running STOP signs; that flags atop STOP signs are an option yet can become unappealing as they get damaged from the weather; that more information about the constituent's crash should be known arriving at countermeasures; that trees or tree canopy may have contributed to STOP sign visibility; and the consideration of adding crosswalks.

A motion was made by V. Kassab, seconded by Lt. Ackermann, and carried:

a. To install flags on top of the STOP signs on South Irwin Avenue at Porlier Street

b. For the Police Department to enforce speeds near the intersection on Porlier Street and South Irwin Avenue

8. Request by Ald. Tim De Wane to consider removing the NO PARKING zone on Lawe Street from South Clay Street to South Roosevelt Street.

Eng. Hansen stated that this request was brought forward to the Traffic Commission in March of this year. At that time, the Commission motioned to deny the request, as did Common Council on April 8. Following this action, Eng. Hansen had a discussion with a resident living on the S side of the street regarding her concerns. Eng. Hansen stated that due to the narrow street width of Lawe St, at least one side of the road needs to be posted NO PARKING. He presented 2 options available to the resident/occupant:

(1) Apply for a residential permit for the babysitter so she can park on the N side of the street, or any other residential permitted nearby street. The resident/occupant must prove that the hired hand's vehicle belongs there during the day. A letter from the resident to Parking Division at the time of permit request/issuance is sufficient, or

(2) Have the requestor and drivers living in the household apply for residential parking permits so they can move their vehicles to free up space in their driveway for their guests.

Ald. Tim De Wane spoke in support of Option 1, and stated he would relay the information onto the requestor.

A motion was made by D. Theno, seconded by V. Kassab, and carried to receive and place on file the request to consider removing the NO PARKING zone on Lawe Street from South Clay Street to South Roosevelt Street.

9. Request by Ald. Tim De Wane to consider moving the NO PARKING zone from the east side of Hartung Street to the west side between Deckner Avenue and East Mason Street.

Eng. Hansen stated that Hartung St is 30 ft wide from E Mason St to Crooks St and 40 ft wide from Crooks St to Deckner Ave. The parking restriction needs to stay on at least one side of the street south of Crooks St in order to maintain 2-way traffic.

Ald. Tim De Wane requested the item be received and placed on file since the resident requesting the item was not present.

A motion was made by D. Theno, seconded by V. Kassab, and carried to receive and place on file the request to consider moving the NO PARKING zone from the east side of Hartung Street to the west side between Deckner Avenue and East Mason Street.

10. Request by Ald. Nennig to review the parking restrictions on Henry Street south of Morrow Street.

Ald. Nennig requested to postpone the item one month in order to learn more information about it.

A motion was made by D. Theno, seconded by V. Kassab, and carried to postpone until the September 21, 2015 Traffic Commission meeting, the request to review the parking restrictions on Henry Street south of Morrow Street.

11. Request by the Traffic Engineer to establish a 15-MINUTE LOADING zone on the south side of Pine Street from Adams Street to Jefferson Street.

Eng. Hansen stated that this request is more or less a housekeeping item, as the parking code book does not match the installed signs which have been in place for many years. The loading zone continues to be appropriate for the area, and he has no intention of changing it.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to:

- A. Remove the NO PARKING zone on the south side of Pine Street from a point 180 feet west of Jefferson Street to a point 60 feet east of Madison Street.
- B. Remove the 15-MINUTE PARKING zone on the south side of Pine Street from a point 50 feet east of Adams Street to a point 130 feet east of Adams Street.
- C. Establish a NO PARKING zone on the south side of Pine Street from a point 50 feet west of Jefferson Street to a point 60 feet east of Madison Street.
- D. Establish a NO PARKING 15-MINUTE LOADING ONLY zone on the south side of Pine Street from a point 50 feet east of Adams Street to a point 50 feet west of Jefferson Street.

12. Request by Ald. Zima, on behalf of area residents, that the City consider placing speed bumps in the alleyways within the 4 city blocks bordered by Walnut Street, Ashland Avenue, Dousman Street, and Chestnut Avenue.

Eng. Hansen displayed a 3D dynamic map, showing the requested alleys to be considered for speed bumps. He stated that all traffic calming requests are subject to the City's Neighborhood Traffic Calming Policy (NTCP), adopted by Common Council in 2007, and recommended the requestors to file an application to the program for further consideration.

Ald. Zima stated that the alleys are long with no way to slow down traffic. All alleys should have speed bumps. Concerning are the alleys between Chestnut St and Maple St, near Fort Howard Apartments elderly/handicap facility, especially near the Hubbard St dead-end which terminates at the apartments. There are items beyond just looking at speeds to consider. He doesn't believe that the warrants are proper in the NTCP, that the bar is set too high. Why go through the tests? Motorists will see road tubes and slow down. Other cities install speed bumps liberally. Just put them in, especially before the snow flies.

A discussion took place that a motion to install speed bumps from the Improvement and Service Committee would need to occur before moving the request to Common Council; that the NTCP is request driven; that the NTCP was put in place to address concerns that not all traffic calming tools like speed bumps may be favorable to neighborhood residents, which is why a consensus survey is built into the process; that the costs vary on the type of speed bump installed, whether temporary (like the ones between Chestnut-Broadway-Dousman-Walnut) or permanent (like the ones on Farlin Ave); that there are multiple concerns with speed bumps including damage to them during snow removal operations, difficulty for fire trucks and other large city vehicles to travel over them; that a need for speed bumps must be determined before putting them in;

A motion to suspend the rules was made by V. Kassab and seconded by D. Theno and carried.

William Peters (233 N Ashland Ave) spoke in favor of the request. He is the president of the Fort Howard Neighborhood Association. He stated that there are 2 more alleys that he would like

considered: between Dousman-Ashland-Hubbard-Oakland, and between Hubbard-Ashland-Walnut-Oakland that he conveyed to DPW. He said children play in those alleys, and that buildings obstruct the view of children playing in backyards. With the continued downtown redevelopment, more families and children are moving downtown. Speed bumps will give potential new families moving into downtown a feeling that the City cares.

A motion to return to regular order was made by D. Theno and seconded by Ald. Steuer and carried.

D. Theno, who is also a neighborhood association president, stated that the City has a policy in place and we should either follow it or change it if there is reason to do so. He is concerned that if the request is approved tonight, then when and where do the requests stop, as alley speeding issues are present citywide.

Eng. Hansen summarized the NTCP process including the application, petition, study, approval, and construction phases. It has gone through 3 revisions to better fine tune it based on request experience.

Ald. Zima stated that he believes the NTCP process was put in place to slow down the process and make it more difficult for these measures to be implemented. He believes DPW is against speed bumps. If you want to attract home owners and not renters, then the City needs to be proactive on items like speed bumps. An artificial policy should not be the determining factor, but rather we should do what we want for our community.

A discussion took place that the Traffic Commission has heard only from 2 gentleman requesting speed bumps. Eng. Hansen stated that there is a consensus portion of the NTCP to determine if the residents want the requested traffic calming measures. He stated that the policy is inclusive of all alleys for consideration. He stated that the NTCP policy would actually speed up the process, not slow it down, as any motion in favor of installing speed bumps would still need Council approval at the September 15 meeting before going to I&S, who also would need to report back to Council after they meet. If the concern is getting speed bumps in before winter, it'll never happen based on Commission, Committee, and Council meeting and approval dates. The NTCP route is the fastest one for the requestors.

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

W. Peters stated that the process can be confusing and intimidating. The process should have the speed bumps go in without neighborhood consensus but removed with neighborhood consensus. How are we making the application process accessible to the neighborhood?

Ald. Zima stated he understands that expensive street reconstruction has an assessment process, but for a low cost alley improvement like speed bumps, he doesn't understand why they are assessable.

Eng. Hansen continued to summarize the NTCP process based on additional questions.

W. Peters stated he has no problem going through the NTCP process. He doesn't want his request to fall short as far as costs are concerned. He will take the lead on the application.

A motion to return to regular order was made by V. Kassab and seconded by D. Theno and carried.

Ald. Zima stated that he is the alder of the district, and that's where the application should go.

A motion was made by D. Theno, seconded by V. Kassab, and carried to refer to the City's Neighborhood Traffic Calming Policy through Ald. Zima that the City consider placing speed bumps in the alleyways within the 4 city blocks bordered by Walnut Street, Ashland Avenue, Dousman Street, and Chestnut Avenue.

Ald. Zima asked Chairperson M. Kuepers to add an agenda item to a future agenda to review the NTCP as it affects alleys. He asked if the speed thresholds were different for alleys than for streets.

Eng. Hansen replied yes, they are lower. Ald. Zima added that speed bumps should be placed where the residents want them. DPW has always been against them, and this policy was set up to make it more difficult.

13. Request by Ald. Steuer for a report on the expected traffic impacts from the future Meijer supercenter store to be located near the intersection of Taylor Street and Badgerland Drive in the Village of Howard.

Ald. Steuer stated that his constituents in this area are concerned with pedestrian safety, the need for sidewalks, and the condition of railroad crossings.

Eng. Hansen summarized the traffic forecasts and recommendations from the traffic impact study prepared for the Village of Howard of the proposed Meijer development. The intersection of Taylor and Badger Sts is currently under reconstruction for improvements to accommodate future Meijer vehicle and pedestrian traffic. He summarized the forecasted intersection and nearby area traffic volumes.

A discussion took place about development access being provided to and from Shawano Ave (WIS 29); the extension of Badgerland Dr to Packerland Dr; that the intersection was designed for future expansion of the intersection to accommodate additional developments along Badgerland Dr; that the intersection improvements include the construction of traffic signals; about Taylor St traffic speeds; and the poor condition of the railroad crossing of Taylor St just south of Badger St; that orders have been placed to Canadian National Railroad for these repairs through the Office of Commission of Railroads (OCR); and the consideration of roundabouts instead of traffic signals.

A motion was made by D. Theno, seconded by V. Kassab, and carried to receive and place on file the report on the expected traffic impacts from the future Meijer supercenter store to be located near the intersection of Taylor Street and Badgerland Drive in the Village of Howard.

14. Request by Ald. Wery to allow overnight on-street parking on weekends except during snow emergencies in residential areas. Also referred to Improvement & Service Committee.

Eng. Hansen stated that the Improvement & Service (I&S) Committee should be addressing this item, not Traffic Commission, as Parking Division policy is handled at that committee. And as the request notes, I&S will be hearing this request.

A motion was made by D. Theno, seconded by V. Kassab, and carried to receive and place on file the request to allow overnight on-street parking on weekends except during snow emergencies in residential areas.

POSTPONED FROM PREVIOUS MEETING

15. 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 July 20, 2015 Traffic Commission meeting)

Ald. Nennig stated that 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.

A motion was made by D. Theno, seconded by Ald. Steuer, and carried **on a 90-day trial** to:

- A. Remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Newberry Avenue from Reimer Street to Huth Street.
- B. Establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Newberry Avenue from Reimer Street to a point 150 feet east of Reimer Street.

- C. Establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Newberry Avenue from Reimer Street to Huth Street.

There being no other items of discussion, a motion was made by V. Kassab, seconded by Ald. Steuer, and carried to adjourn from the regular order of business. The meeting ended at 7:30 P.M.

The next Traffic Commission meeting is scheduled for Monday, September 21, 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 Second Quarter Serious Injury & Fatal Accident Report

15-204878 Fatality

On 04-29-15 The Green Bay Police Department responded to a single vehicle motorcycle fatality accident on Huron Rd. Just south of the intersection of Woodside Rd. The investigation indicated that the motorcycle, a Suzuki GSX-R600 high performance street legal race bike, was being operated at an excessively high speed as it entered and proceeded through the "S" curve north of the R&R crossing located in the 400 block of north Huron rd. As the operator entered the second portion of this curve, the motorcycle struck the curb on the outside of the road causing the operator to lose control. The motorcycle proceeded onto the grass boulevard to the west of the street where both the motorcycle and operator struck a warning sign alerting motorists to the R&R crossing further down the road. The operator was transported to a local hospital where he was pronounced deceased.

15-206934 Fatality

On 06-14-15, the Green Bay Police Department responded to a single vehicle motorcycle fatality accident on Finger road just west of the intersection of Grandview rd. The investigation indicated that the motorcycle, a 2009 Harley Davidson Sportster, was being operated by a 59 year old male. He was accompanied by a 48 year old female. While the motorcycle was Westbound, the operator failed to negotiate the curve Where E. Mason & Finger Rd. meet. The cycle and its occupants went off road to the right of the pavement, entered a water filled ditch and upon striking the far side of the ditch, the vehicle and occupants went airborne. The accident was discovered by a passerby at approximately 1908 hours. Both occupants were transported to local hospitals. The male succumbed to his injuries shortly after arriving at the hospital. The female survived the accident; however she will have long term life altering injuries. Results of toxicology of the male indicated a BAC of .16%.

Melanie Wiezbiskie

From: Susan Parsons <drumlindancer@gmail.com>
Sent: Wednesday, August 12, 2015 10:41 AM
To: Melanie Wiezbiskie
Subject: For Jerry from Susan Parsons

Hello Jerry -

I saved it all up for one email.

Traffic at the 12 lane stop sign at Huron and East Mason is very heavy at times.

Due to other existing roundabouts yielding to left, and stop signs yielding to right, it is often a free for all at busy times. It's like playing chicken with cars and trucks. We need either a light or a round-about. I have mentioned this before. There are new businesses, apartments, mall, two banks the Y, Bellin Health and the Nursing school as well as a huge warehouse and general commuter traffic which has greatly picked up. Huron is also a designated bike path street, and runners use the sidewalk. The Y even lists it on the map inside for specific run distances. In addition to that, Huron is a truck route.

It is extremely hard to see around the trucks if you are next to them. If they put in a light, they need TURN lights too.

Second item. UWGB has plenty of space for roundabouts at both Nicolet entrances. The area has gotten very busy with all sorts of traffic as you know, and those two spots are accidents waiting to happen.

Then, needs to be a round-about off 57 North onto Nicolet. Now with the clinic, more apartments, jail, mental health center, UWGB and many commuters, this is a big trouble spot.

Also: East Shore onto Nicolet Rd. and the Mahon Drive area. Somehow a round-about needs to be put there for traffic flow.

--
Susan Parsons

"Plan your work; work your plan."