

**MINUTES OF THE  
TRAFFIC COMMISSION  
Monday, November 16, 2015  
City Hall, Room 310  
5:30 pm**

**MEMBERS:** Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Lieutenant Karl Ackermann, Alderman Mark Steuer, and Chuck Karow

**EXCUSED:** Victoria Kassab

**OTHERS PRESENT:** Ald. Thomas De Wane, Ald. Tim De Wane, Ald. David Nennig, Ald. Joe Moore, Ald. Thomas Sladek, and Recording Secretary and Traffic Engineer David Hansen, and others

**GENERAL BUSINESS**

1. Approval of the agenda.

The agenda items were taken in the following order: 1, 2, 9, 5, 8, 6-7, 3, 10-13, 4, and 14-16.

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

2. Approval of the minutes from the October 19, 2015 Traffic Commission meeting.

A motion was made by D. Theno, seconded by C. Karow, and carried to approve the minutes from the October 19, 2015 Traffic Commission meeting.

3. Report by the Police Department of the 2015 3<sup>rd</sup> quarter serious injury and fatality crashes.

Traffic Operations Lieutenant Karl Ackermann summarized the report, which included 4 fatal crashes.

- Crash 1 had 1 fatal (vehicle), 2 serious injuries (vehicle), and several minor injuries (vehicle)
- Crash 2 had 1 fatal (pedestrian) and 1 serious injury (pedestrian)
- Crash 3 had 1 fatal (vehicle) and alcohol-related
- Crash 4 had 2 fatals (vehicle) and alcohol-related

The report is included at the end of the minutes. A brief discussion took place that the number of motor vehicle fatalities is up significantly from previous years.

A motion was made by C. Karow, seconded by D. Theno, and carried to receive and place on file the report by the Police Department of the 2015 3<sup>rd</sup> quarter serious injury and fatality crashes.

**INITIAL REQUESTS**

4. Request by Ald. Wiezbiskie to provide a crosswalk at Nicolet Drive Trail going into park area/parking by Lambeau Cottage at UWGB.

Eng. Hansen stated that the proposed crosswalk is located between the UWGB main entrance and Communiversity Park. Nicolet Dr north of the UWGB main entrance is a county highway under the ownership and maintenance of the Brown County Public Works Department. Ald. Tom De Wane stated that since he's a county supervisor, that he can bring the request forward to County Supervisor Tom Sieber and also work with Ald. Wiezbiskie on it.

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

- A. To receive and place on file the request to provide a crosswalk at Nicolet Drive Trail going into park area/parking by Lambeau Cottage at UWGB.
  - B. That Ald. Tom De Wane contact both Ald. Wiezbiskie and County Supervisor Tom Sieber regarding the request to provide a crosswalk at Nicolet Drive Trail going into park area/parking by Lambeau Cottage at UWGB.
5. Request by Ald. Tim De Wane to reconsider using the "Stop for Pedestrians within Crosswalk" signs within the City.

Eng. Hansen stated that the State of Wisconsin allows the use of the STATE LAW YIELD FOR PEDESTRIANS in-street sign but does not allow the use of the same sign with a STOP FOR PEDESTRIANS message, as Wisconsin is a "yield to peds" state, not a "stop for peds" state. Assembly Bill 491 is currently under consideration to change it. But as of today, we are a yield to peds state. Department of Public Works (DPW) is responsible for all signs placed within city-owned street right-of-way. DPW does not allow the permanent installation of the in-street pedestrian sign for various reasons including interference with snow plowing operations, its high susceptibility to damage and knockdown from trucks and turning vehicles, that other signs and markings are available that are just as effective, and that, based on engineering studies, the in-street sign is not effective at low volume pedestrian crosswalks. There are some locations in the City where the YIELD TO PEDS sign is used; predominantly in school crosswalks. Those signs are approved on a case-by-case nature, are owned and maintained by the school, and are installed and removed each morning and afternoon. He said he is open to considering other locations, and with working with other agencies.

Ald. Tim De Wane stated that this is his second request to install these signs. Requests come mainly from his constituents for making safe routes to school. Pedestrians are getting hit in our crosswalks, such as recently at E Mason St and Bellevue St, and at S Monroe Ave and Eliza St. The in-street sign is very noticeable, and he sees them in other communities. Monroe-Eliza needs a portable sign. Webster-Grignon could use a permanent one since a median is present on S Webster Ave. He hasn't seen any in the City, and asked Eng. Hansen to elaborate on the process used to install the current ones in the City. Eng. Hansen responded that he worked with the school administrative staff at both Preble High School and Franklin Middle School for installations on Deckner Ave at Danz Ave, and on Lore Ln at a new midblock crosswalk by the school. He further explained the Lore Ln installation in that the school needed to make some school-side changes to their pedestrian and traffic flow so the sign at the crosswalk would be effective, and that the signs are installed and removed at the beginning and end of each school day. Ald. Tim De Wane questioned then how can he get one installed? Eng. Hansen stated that the in-street ped signs are installed at the discretion of the Traffic Engineer, as he is designated to install and maintain all crosswalks traffic control devices within the City per city ordinance. Ald. Tim De Wane questioned then why some in-street ped signs along S Monroe Ave were ordered removed about a year ago? Eng. Hansen stated that those signs were placed there by others, and that the signs were non-compliant as they were not crashworthy or

of a bounce-back style design, which created a liability situation for the City. He stated that the schools used to install “crossing guard buddies” which were 15 mph signs mounted on a post welded to a tire rim. But he ordered the schools to discontinue their use after a claim was filed against the City for vehicle damage after striking one on Shawano Ave near West High School.

D. Theno questioned the alder what he is requesting. Ald. Tim De Wane wants to be able to use in-street pedestrian crossing signs in the City, and on S Monroe Ave and on S Baird St near the city border. Eng. Hansen stated the City does allow the installation of those signs conditionally upon approval. Eng. Hansen has worked successfully with requestors to install these signs as long as that requestor purchases, maintain, installs, and removes the sign at a location approved by the Traffic Engineer. A blanket policy isn’t relevant since each request is unique. Ald. Tim De Wane again requested in-street pedestrian signs at Monroe-Eliza (portable) and Webster-Grignon (permanent in median).

C. Karow prefers the use of these signs within a median on existing sign posts. Eng. Hansen stated that he studied Webster-Grignon years ago, and made improvements to make the crosswalk more visible. Flashing beacons exist at that location.

Ald. Tim De Wane assured that a portable sign at Monroe-Eliza would be installed and removed daily.

A motion was made by D. Theno, seconded by C. Karow, and carried to receive and place on file the request to reconsider using the “Stop for Pedestrians within Crosswalk” signs within the City.

6. Request by Ald. Moore to review traffic calming options on East Shore Drive, with possible action.

Eng. Hansen stated that the city has a neighborhood traffic calming policy in place that determines location eligibility and calming applications. The policy does not allow collector or arterial streets into the program. Residential local streets are only eligible for such applications. Currently, East Shore Dr consists of 1 motor vehicle travel lane and 1 bike lane in each direction. However, the arrow and bike symbol markings are more faded than the solid white line marking that gets painted at least once per year. No bike lane signs exist along the corridor. The corridor also allows on-street parking. NO PARKING signs are normally posted when a bike lane is next to the outside curb, like on East Shore Dr, in order to keep the bike lanes clear of obstructions. He recommended that the arrow and bike symbol markings get repainted after winter when street painting activities resume, that the spacing of the arrows and bike lane symbols be reviewed to assure that the appropriate arrow/symbol spacing is used, and review the need for bike lane signs.

Eng. Hansen questioned Ald. Moore if motorists park on East Shore Dr. Ald. Moore responded that he hasn’t seen this activity. He supports the installation of NO PARKING BIKE LANE signs at the primary intersections and more bike lane symbols near the yard waste center. He is not looking for high cost bike lane improvements, but would like at least the markings and signs options evaluated and installed as needed in order to provide a safety improvement for those bicyclists that travel on a corridor with speeding motorists, and to also connect with some future nearby bike-ped facilities such as the N Webster Ave multi-use path.

A discussion took place on the bike lane design and weather-related pavement marking requirements, and that the bike lane starts east of N Irwin Ave.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to receive and place on file the request to review traffic calming options on East Shore Drive, with possible action.

7. Request by Ald. Moore to review the possibility of installing well-defined bike or sharrow lanes on East Shore Drive.

Discussion for this item can be found in Item 6.

A motion was made by C. Karow, seconded by D. Theno, and carried to:

- A. Refer to staff to repaint the bike lane symbols on East Shore Drive in the Spring of 2016.
  - B. On a 90-day trial, remove the NO PARKING zone on the north side of East Shore Drive from a point 225 feet west of Utah Avenue to Utah Avenue.
  - C. On a 90-day trial, remove the NO PARKING zone on both sides of East Shore Drive from a point 40 feet west of Danz Avenue to Danz Avenue.
  - D. On a 90-day trial, establish a NO PARKING zone on both sides of East Shore Drive from a point 385 feet east of East Shore Circle to Nicolet Drive.
8. Request by Ald. Sladek to enforce the speed limit on the 2600 block of West Point Road.

Ald. Sladek stated that this stretch of West Point Rd (South Point Rd to Packerland Dr) receives the most speeding complaints within his district. Speeds are in check when police are enforcing. But motorists return to their high speeds once the police leave the area.

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

Jeffrey Bunker (2673 West Point Rd) spoke in favor of the request. He inquired if speed data of this segment was available.

Lt. Ackerman summarized the westbound speeds recorded over a 6-day period this past summer. Posted speed is 25 mph. Average speed was 24.66 mph. 50<sup>th</sup> percentile speed was 25.9. 85<sup>th</sup> percentile speed was 30.39 mph. Pace speed of 27-36 mph. Min speed was 5 mph. Max speed was 54 mph, which could have been an emergency vehicle.

J. Bunker requested more speed data and consistent enforcement. The enforcement he's seen has been sporadic, and recollects some done in April. He stated that Green Bay needs to become Rosendale and wants a study. Having a traffic unit is only a start. All officers should be willing to pull over a traffic violator when they see one, and not pass them by and say that it's the traffic unit's responsibility. Officers themselves speed by his home. How can we get the public to obey the speed limit when officers don't obey it? He requested speed data in the eastbound direction, where the downgrade doesn't help slow motorists down. He thinks a 3-WAY STOP sign at Baumgart Rd will slow the traffic down.

A brief discussion took place that all areas and districts have speeding issues, and that DPW has the equipment available to conduct the study, weather-dependent.

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

A motion was made by C. Karow, seconded by D. Theno, and carried to refer to staff for a speed study of West Point Road from South Point Road to Packerland Drive.

9. Request by Ald. Sladek for a possible 4-WAY STOP condition at the intersection of Parkwood Drive and South Point Road.

Eng. Hansen showed an interactive map of the intersection. He stated that Parkwood Dr, a local residential street, currently STOPS for South Point Rd, a collector street. He presented the results of a speed study conducted in Aug 2013, as follows:

#### **North of Parkwood Drive (POSTED SPEED 25)**

- Northbound
  - 85<sup>th</sup> Percentile Speed = 38 mph
  - 95<sup>th</sup> Percentile Speed = 40 mph
  - 10 mph Pace Speed = 30-40 mph (73% of all traffic)
- Southbound 85<sup>th</sup> Percentile Speed
  - 85<sup>th</sup> Percentile Speed = 35 mph
  - 95<sup>th</sup> Percentile Speed = 39 mph
  - 10 mph Pace Speed = 25-35 mph (83% of all traffic)

#### **South of Parkwood Drive (POSTED SPEED 25)**

- Northbound
  - 85<sup>th</sup> Percentile Speed = 35 mph
  - 95<sup>th</sup> Percentile Speed = 38 mph
  - 10 mph Pace Speed = 25-35 mph (84% of all traffic)
- Southbound 85<sup>th</sup> Percentile Speed
  - 85<sup>th</sup> Percentile Speed = 38 mph
  - 95<sup>th</sup> Percentile Speed = 40 mph
  - 10 mph Pace Speed = 30-40 mph (77% of all traffic)

Speeds are higher in the 2<sup>nd</sup> of the 2 successive blocks. So SB is higher between Parkwood Dr and Cormier Rd. And NB is higher between Parkwood Dr and Hazelwood Ln.

He confirmed that truck traffic takes place on South Point Road, which is not a heavy truck route. NO TRUCK signs are installed off all truck routes into the neighborhood, closing all major holes around its perimeter. He displayed a map of the area bordered by truck routes WIS 54 (W Mason St), Packerland Dr, and WIS 172. He stated heavy trucks are only allowed off of route when they have destinations off of the route, and they must take the shortest route off of a heavy route to the destination, and when leaving back to the nearest truck route. The maps showed how those areas must be accessed. The only trucks allowed on South Point Rd south of Parkwood Dr would come from WIS 172, and would be required to take a left turn at Parkwood Dr.

Eng. Hansen stated it is highly unlikely that the intersection would meet or exceed the multiway STOP warrant thresholds based on a past study of it and his familiarity with the area and intersection. Furthermore, it is City policy not to install STOP signs for speed control based on the principles set forth in the Manual on Uniform Traffic Control Devices (MUTCD). He stated that speed reduction signs and SPEED LIMIT 25 signs are located along South Point Rd.

Ald. Sladek stated that speed and trucks are the primary concerns from the residents. Ald. Steuer questioned him if 25 mph was the appropriate speed limit for the well-traveled roadway. Ald. Sladek stated that the Traffic Engineer would be best suited to answer the question.

Ald. Steuer questioned the origin of the trucks using South Point Rd. Eng. Hansen stated he presumed they come from WIS 172 because South Point Rd intersects WIS 172, and that Mason-Packerland-172 are the only truck routes surrounding this area. Again, the area is signed with NO TRUCKS signs. Eng. Hansen added that South Point Rd has seen an increase in traffic since I-41 has been under construction since it is a parallel route to it. Some of that traffic could be trucks.

A motion was made by Ald. Steuer and seconded by C. Karow to suspend the rules.

Maurey Steffel (2084 South Point Rd) asked if it was known when traffic volumes are highest. Eng. Hansen displayed the hourly traffic volumes. M. Steffel thinks Casino employee traffic is in a rush, and sees them passing on the left and the right. He confirmed trucks using the road.

Len Beekman (2075 South Point Rd), has lived there for 19 years, and sees the traffic speed southbound down the hill. He believes a 4-WAY STOP will slow traffic down. Residents can't sell their homes due to the speeding.

Steven Apfel (2087 South Point Rd), stated he has been trying to sell his home for 3 years, and the primary complaint from potential buyers is the speed on South Point Rd. He believes that more traffic is using South Point Rd after the traffic signal at Packerland-Cormier was installed. He sees school kids walking in the street, and feels sorry for their parents.

Mike Passehl (2083 South Point Rd), stated he used to live on West Point Rd, and witnessed the installation of multiway STOPS at 2 of its low volume intersections. He's not sure how South Point Rd at Parkwood Dr is any different than those intersections. Eng. Hansen responded that those intersections are next to Lombardi Middle and MLK Elementary. M. Passehl is not sure how the South Point Rd area is any different, as kids walk down the street as there are no sidewalks. He lost a mailbox once, weather-related, but likely due to speed. Ald. Steuer suggested sidewalks would help. Eng. Hansen clarified that sidewalks exist on both sides of West Point Rd from King of Arms Dr east into the city, and on the W side of South Point Rd from West Point Rd south to Hazelwood Ln. Ald. Steuer suggested a sidewalk study be conducted. M. Passehl is not in favor of sidewalks. He stated that the condition of road has deteriorated and asked what is the solution.

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

A brief discussion took place about the other multiway STOP conditions along South Point Rd.

A motion was made by Ald. Steuer and seconded by C. Karow to suspend the rules.

M. Passehl stated that South Point Rd has taken a beating over the years with the large amount of traffic and trucks. His house shakes sometimes from the trucks. HOW Landscaping trucks frequent the road. He asked for other solutions to slow traffic. Commissioners responded that police enforcement is the primary solution, and the radar boards are also effective. Heavy consistent enforcement in an area usually solves the problem.

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

Traffic calming solutions were discussed. South Point Rd is a collector street, ineligible for the city neighborhood traffic calming program. However, combining engineering, enforcement, and education should realize a reduction in speeds. Consistent enforcement is important to achieving "The Rosendale Effect", where that village has achieved excellent speed compliance through consistent speed enforcement. Discussion continued to study the intersection for the proper solution and about creating a "truck free zone" on South Point Rd.

(Ald. Sladek continued contributing to the discussion throughout the entire item, but was indecipherable due to room noise).

A motion was made by D. Theno to approve of the request, and for the Police Department to augment a 6 month enforcement operation on South Point Road.

Discussion took place that the city is understaffed in the number of traffic enforcement officers.

C. Karow stated that STOP signs should not be used for speed control, citing one nearby intersection that failed as a multiway STOP (West Point Rd at LaCount Rd) and it was removed due to the resulting traffic safety concerns. He stated that the other West Point Rd multiway STOPS (at Dancing Dunes Dr, at Crestwood Springs Dr, and at South Point Rd) cannot be compared to a Parkwood Dr multiway STOP, as those intersections are directly next to schools, have crossing guards, etc. He stated that a sidewalk study should be conducted, as students use the sidewalk north of Hazelwood Ln then are forced to walk the street south of Hazelwood Ln. He stated that speeds will increase between Hazelwood Ln and Parkwood Dr and between Cormier Rd and Hazelwood Ln if an unwarranted multiway STOP is installed at Parkwood Dr, and intersection safety is compromised due to motorists running the stop sign because they rarely see traffic on Parkwood Dr. He stated that he has driven this section of South Point Rd for 22 years, twice a day, and thinks that installing a multiway STOP at South Point Rd and Parkwood Dr would give a false sense of security to the neighbors.

Ald. Tom De Wane stated that while he was campaigning in the area that he was amazed by growth in this area, and the amount of semis on South Point Rd and Hazelwood Ln. Motorists were traveling 40-50 mph as he was going in and out of driveways. He stated that the people he spoke to also complained of speeding. He stated that changing Newberry Ave and Bader St in his district to a 4-WAY STOP put neighbors at ease. But now with a traffic enforcement unit starting up again, that will also help.

Eng. Hansen stated that an engineering study should be conducted and reviewed by Commissioners before making a decision tonight. He cautioned that residents in other areas living next to multiway STOPS have complained of the noise generated by squeaky brakes, engine acceleration, and motorcycle noise due to the constant starting and stopping of vehicles. South Point Rd is nearing 5,000 vehicles per day, and every one of those vehicles would be required to stop. Speeds may slow directly in front of those homes, but noise will increase.

A motion was made by Ald. Steuer and seconded by C. Karow to suspend the rules.

M. Passehl stated that speed enforcement breaks motorists of the habit of speeding. He stated that STOP signs should have a similar effect, and could deter traffic to other routes like Packerland Dr.

Ald. Steuer responded to an earlier comment that the new traffic signal at Packerland-Cormier made traffic conditions worse. He stated that when it was a multiway STOP, motorists would queue up for blocks, and that the signal improved traffic flow. He is concerned with the high number of trucks using South Point Rd, and agrees that a study should be conducted prior to any motion being made tonight.

Eng. Hansen stated that it takes engineering and enforcement to change motorists' behavior. But the proper engineering applications must be in place. He stated that unwarranted STOP signs have bad side effects, and he referred to a summary of 70+ studies that have proven that the initial impacts may be positive, but over time especially during nonpeak travel hours, motorists don't see any traffic on sidestreets, and their behavior resorts back to the old ways and not only run the stop sign, but increase their speeds midblock in order to make up for lost time. South Point Rd and Parkwood Dr do not have any documented pedestrian crashes. Eventually a crossing pedestrian will assume the motorist will stop, they don't, and they get hit.

M. Passehl stated that there isn't any neighbor here not willing to put up with the noise in favor of reducing speeds by installation of a STOP sign. They want to deter traffic from using South Point Rd and move the traffic back to Packerland Dr or I-41. Neighbors are willing to deal with the noise until the vehicles are deterred from using South Point Rd. If safety is a concern at a multiway STOP, then have that condition enforced.

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

A brief discussion took place. Commissioners understand the concerns of the residents, and realize that a study hasn't been done in over 20 years. A new study should be conducted. D. Theno withdrew his initial motion.

A motion was made by D. Theno, second by C. Karow and carried to:

- A. To refer to staff for study for a possible 4-WAY STOP condition at the intersection of Parkwood Drive and South Point Road with the report presented at the next Traffic Commission meeting.
- B. To refer to DPW staff for a sidewalk study on South Point Road from Cormier Road to Hazelwood Lane with the report presented at the next Traffic Commission meeting.
- C. To refer to the Police Department for speed enforcement on South Point Road from Cormier Road to Hazelwood Lane.
- D. To refer to the Police Department for enforcement of §29.303, Heavy Traffic Routes, along South Point Road from Cormier Road to Hazelwood Lane.

Lt. Ackermann encouraged residents to contact him with names of trucking companies traveling South Point Rd, as he will take that information and contact those companies to advise them that they are in violation of the truck route ordinance, and will cite as needed in the future if their drivers are caught. Ald. Tim De Wane stated he worked with Lt. Ackermann successfully in the past to resolve similar issues.

10. Request by Ald. Tom De Wane to establish a 2-WAY STOP condition on Remington Road at Browning Road.

Ald. Tom De Wane stated that Items 10-13 all pertain to speed concerns. Eng. Hansen showed an interactive map of the intersection. Eng. Hansen presented the summary of a speed board study conducted from Sep 23 through Sep 29 resulted in an 85<sup>th</sup>% speed of 24 mph in the eastbound direction between Browning Rd and Deer Trail, and 25 mph in the westbound direction. Ald. Tom De Wane stated that the other 15% was much higher, as "speed chasers" were seeing how high of a speed number they could display on the board. Lt. Ackermann confirmed the activity. Ald. De Wane stated the other issue is the cut-through traffic from Preble High School students. This traffic increased after Remington Rd was connected between Deer Trail and Majestic Heights Dr. There are lots of children on bikes in the neighborhood. The residents think the STOP signs will slow the traffic down.

Eng. Hansen stated it is abnormal to stop the road not teeing into a 3-leg intersection such as Remington Rd at Browning Rd. It is an unexpected stop and likely to produce more problems than solve given the minor movement wouldn't yield or stop. The problem trying to be solved is getting rid of the speed chasers. Speed chasers intentionally violate the speed limit, and likely will intentionally violate STOP signs. Regarding cut-through traffic, he stated that during school dismissal, Preble HS students cut through the neighborhood. They head EB out of the parking lot, NB onto Winchester Way, WB onto Deer Tr, and NB onto Danz Ave in order to avoid the traffic congestion near Deckner Ave and Danz Ave. Ald. Tom De Wane stated that work commuters use a similar route through the neighborhood to avoid the morning traffic congestion near the school.

Ald. Tom De Wane agrees that enforcement is likely the answer at Remington-Browning, and a STOP sign on Browning Rd is better than on Remington Rd. Eng. Hansen stated that the intersection is currently not regulated by a YIELD or STOP condition. Studies have shown that removal of all YIELD and STOP signs at local intersections within neighborhoods (resulting in all traffic must yield to entering traffic on the right) has a calming effect. It results in slower, safer traffic, as the street right-of-way at entry will vary based on which motorist enters the intersection first. However, motorists have become accustomed to T intersections where the minor road yields or stops for the major road. He displayed photos of the intersection. Browning Rd traffic looking right, or to the east, has limited sight distance due to the Remington Rd terrace tree line. Because of this fact, if any movement should yield or stop, it should be Browning Rd.

Ald. Tom De Wane stated that, after Remington Rd was connected, that the neighborhood north of Deckner-Alpine started using Remington Rd as their route to Danz Ave, again, to avoid congestion near Preble HS during school peak times. He stated he requested a 4-WAY STOP at Deer Tr and Remington Rd in the past but it was denied. That's where he'd really like to see one installed. Eng. Hansen stated he worked with the condo association to have them install a STOP sign at their entrance to Remington Rd in order to reduce the activity that prompted the initial request for a 4-WAY STOP at Deer Tr and Remington Rd. Discussion continued that Browning Rd traffic should stop for Remington Rd traffic or else have the vegetation trimmed back on Remington Rd. Traffic control devices shouldn't solve traffic problems that can be resolved by removing obstructions.

A motion was made by C. Karow, second by Ald. Steuer and carried:

- A. To receive and place on file the request to establish a 2-WAY STOP condition on Remington Road at Browning Road.
- B. To refer to staff for an ALL-WAY STOP study at Deer Trail and Remington Road.

11. Request by Ald. Tom De Wane to paint a right turn only arrow on northbound Danz Avenue at Deer Trail.

Ald. Tom De Wane stated that the Deer Trail neighborhood residents are unclear how the intersection is supposed to operate. They question when they are traveling NB on Danz Ave north of Deckner Ave, if they are to move over to the curb lane to take a NB to EB right turn onto Deer Tr, or should they make the right turn from the through lane?

Eng. Hansen showed an interactive map of the intersection. He stated that Danz Ave is wide enough to handle 2 lanes of traffic in each direction at and north of Deer Tr. Bader St turns into Danz Ave north of Deckner Ave. North of the Bader-Deckner intersection, there are warning signs and pavement markings noting that the northbound curb lane is ending and to merge left. These measures were placed years ago to address the merging issues of Danz Ave at Bader St. Danz Ave is a 1-WAY northbound roadway between Deckner Ave and Bader St. Danz Ave stops for Bader St at this merge area. Although Danz Ave motorists must stop at this merge area, adding a right-turn only condition at Deer Trail would clarify that northbound Danz Ave motorists at the STOP must merge into the inside NB lane. Although a review of the intersection crash history showed no crashes occurring between NB Bader St traffic and NB Danz Ave traffic, there were 6 rear-end crashes within the last 5 years on NB Danz Ave south of the STOP sign. This could indicate NB merging issues onto NB Bader St. He recommends approving the request with the markings and signing that go along with establishing a right-turn only condition, and that the installation takes place in the spring once the weather warms and markings can be placed.

A motion was made by Ald. Steuer, second by Lt. Ackermann, and carried to establish a RIGHT-TURN ONLY condition on northbound Danz Avenue at Deer Trail.

12. Request by Ald. Tom De Wane to establish a 1-WAY STOP condition on Savage Street at Deer Trail.

Ald. Tom De Wane stated that this item relates to cut-through traffic in the neighborhood. WB Remington Rd traffic turns SB at Savage St, and motorists are not stopping or yielding to Deer Tr traffic.

Eng. Hansen showed an interactive map of the intersection. He stated that the intersection is currently not regulated by a YIELD or STOP condition. Again, motorists have become accustomed to T intersections where the minor road yields or stops for the major road. He supports the request.

A motion was made by C. Karow, second by D. Theno and carried on a 90-day trial, to establish a 1-WAY STOP condition on Savage Street at Deer Trail.

13. Request by Ald. Tom De Wane to discuss, with possible action, the construction of speed bumps on various streets in the Deer Trail neighborhood.

Ald. Tom De Wane stated that he is not in favor of speed bumps. Traffic enforcement has helped reduce motorists' speeds. But each school year brings new young drivers through the neighborhood. The motions from Items 10-12 should help calm speeds.

A motion was made by D. Theno, second by Ald. Steuer and carried to receive and place on file the construction of speed bumps on various streets in the Deer Trail neighborhood.

## TERMINATION OF TRIAL PERIODS

14. That, on a 90-day trial, 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.

Eng. Hansen stated that Items 14-16 are related and should be discussed together. He stated that there was some miscommunication between all parties involved, and now understands that all residents minus the one at 1917 Newberry Ave (N side, property closest to Huth St) would like the 2-HR restriction removed. Given this information was received during the 90-day trial period, the adjustment was made in the field by DPW to everyone's satisfaction. He recommended approving of the modified zone and moving it to ordinance.

A motion was made by C. Karow, second by Ald. Steuer and carried to adopt by ordinance the removal of the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on both sides of Newberry Avenue from Reimer Street to Huth Street.

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

A motion was made by C. Karow, second by Ald. Steuer and carried to establish and adopt by ordinance a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Newberry Avenue from a point 150 feet west of Huth Street to Huth Street.

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

A motion was made by C. Karow, second by Ald. Steuer and carried to rescind the request to 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 C. Karow, seconded by Ald. Steuer, and carried to adjourn from the regular order of business. The meeting ended at 8:25 P.M.

The next Traffic Commission meeting is scheduled for Monday, December 7, 2015, at 5:30 P.M. in Room 207.



## **GREEN BAY POLICE DEPARTMENT OPERATIONS DIVISION**

Lt. Karl D. Ackermann

920-448-3217

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### **2015 Third Quarter Serious Injury & Fatal Accident Report**

#### **15-208020 Fatality**

On 07-09-15 at about 356PM, There was a 4 vehicle crash at the intersection of S. Ashland and Lombardi Ave. This crash resulted in a single fatality, two serious injuries and several minor injuries. The accident occurred when the driver of a van which was headed EB on Lombardi Ave. Sustained a medical issue that caused him to black out. This driver's foot depressed the accelerator on his vehicle in the 900 block or near the intersection of 12<sup>th</sup> St. The vehicle accelerated to a yet to be determined speed, in excess of the posted 35mph limit. It entered the intersection against the red light and subsequently struck the passenger side of a sedan that was passing through the intersection headed SB and in the outside or western most lane. In turn, the sedan was directed into the NB lanes from the force of the impact, and struck the side of a second sedan which was about to enter the intersection. This secondary impact took place several feet south of the intersection proper. A motorcycle was behind this secondary impact and the two riders were pelted with flying debris, causing injury to them. The driver of the first sedan was deceased upon arrival of Fire Rescue. The driver of the second sedan did not sustain injuries. After the initial impact, the van rolled, continuing EB and came to rest in the area between S. Ashland and the Canadian Central R&R tracks. Both the driver of the van and a front seat passenger sustained serious injuries and were transported to the hospital. This case is currently under investigation.

#### **15-208521 Fatality**

On 07-21-15, at about 1127AM, There was a single vehicle crash involving two pedestrians in the 1900 block of S. Broadway. This crash resulted in the death of one of the pedestrians and serious injuries to the other. The vehicle involved had been NB on Broadway and had just passed the intersection of Joannes Ave. when the truck veered to the right side of the road and on to the curb. The truck straddled the curb and proceeded over 200 feet continuing NB, before returning entirely onto the street. Both pedestrians had been eating lunch in a shaded grassy area between the street and adjoining building. Just prior to the crash, the pedestrians had stood up and were starting to return to their work areas when they were struck from behind buy the truck. The pedestrians were in the area of a bike lane and the grass when they were struck from behind. This case currently under investigation.

## **15-208672 Fatality**

On 07-24-15 at about 0600AM There was a single vehicle accident at 1457 E. Mason St. which resulted in a fatality of the driver. The vehicle involved was a mid-sized SUV which was headed EB on Mason St. In the middle of the 1400 block the vehicle drifted from the EB traffic lanes into the yard at 1457E. Mason, where it struck the corner of the home located here. The impact with the structure caused structural damage to the foundation of the home and resulted in the death of the driver. There was a passenger in the vehicle which sustained minor injuries. Subsequent Toxicology showed the driver's BAC to be .141%.

## **15-210168 Fatality**

At approximately 0200 hours on 08-27-15, The Green Bay Fire Dept. responded to a fire call at the intersection of Radisson and N. Irwin Ave. The fire was located in an automotive shop on the north east corner of this intersection. At approximately 0654 hours the fire department requested police response to this location as they had located a vehicle inside the shop which did not belong there. In their investigation the fire department learned that the second vehicle had entered the back of the building via a concrete cinder block wall. Police investigation showed that the vehicle had been WB on Radisson st. at a high rate of speed and failed to negotiate a curve in the road prior to where this property is located. The vehicle crossed the curb line and drove into the building. After the crash the vehicle was located approximately 15 feet inside the wall which the vehicle had struck. The impact of the crash caused the fire. There were two occupants in the vehicle, both males. Both subjects died in the crash. Alcohol was a factor in this crash.