

**MINUTES OF THE
TRAFFIC, BICYCLE, AND PEDESTRIAN COMMISSION
Monday, January 15, 2018
City Hall, Room 207
5:30 pm**

MEMBERS PRESENT: Chairperson Matt Kuepers, Chuck Karow, Vice Chairperson Dan Theno, Brighid Riordan, and Lieutenant Brad Strouf

MEMBERS EXCUSED: Ald. Barbara Dorff and Ray Smith

OTHERS PRESENT: Ald. David Nennig (substitute member for Ald. Barbara Dorff), Ald. Thomas De Wane, Ald. Andy Nicholson, Ald. Bill Galvin, and Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the agenda.

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

The items were taken in the following order: 1-3, 6-9, 4-5, and 10-24. Ald. De Wane left after Item 3 then returned just before 7 p.m. Ald. Nicholson left after Item 6. Ald. Galvin left after Item 9 just before 7 p.m.

2. Approval of the minutes from the November 20, 2017 Traffic, Bicycle, and Pedestrian Commission meeting.

A motion was made by C. Karow, seconded by D. Theno, and carried to approve the minutes from the November 20, 2017 Traffic, Bicycle, and Pedestrian Commission meeting.

INITIAL REQUESTS

3. Consideration with possible action on the request by Ald. De Wane on behalf of the McAuliffe Neighborhood Association to evaluate the green time for southbound Challenger Drive at East Mason Street.

Eng. Hansen stated that the southbound approach has 2 lanes: 1 thru left-turn lane and 1 right-turn only lane. The southbound movement split time (green, yellow change, and red clearance time) varies from 13 to 20 seconds. That time varies by the number of vehicles present for that movement. This programmed time should be sufficient for the documented vehicle count, as over 70% of southbound vehicles turn right. He learned from the DOT that the concern was about vehicle detection. One loop detector is cut into each lane at the stop line. The thru-left loop is about 15 ft in length. Half of the loop is ahead of the stop line and half is behind it. The loop may be forward because of a large crack in the pavement slab (loops are not cut in over cracks). If motorists are not stopping at the stop line, there is a chance they may not be detected. Installing a second loop behind or north of the existing loop would detect vehicles that stop behind the stop line. Loop cutting occurs in early summer when the wet saw and tar kettle machine are available.

Ald. DeWane stated he's worked with Eng. Hansen to improve traffic conditions at the intersection. He has seen southbound motorists not stopping far enough up to the intersection and the light stays red. There are no E Mason St crossing pedestrian features at the signal making the light is too short when pedestrians cross. There is concern over an increase of traffic from Uncle Mike's Bakery, currently being built just north of the signal. Now is the time to improve vehicle detection and Challenger Dr signal timings.

Eng. Hansen stated that the light will turn green in the presence of southbound right-turners. Wait times can be long due to high E Mason St traffic and that the north and south approaches do not share green time but rather go separately. As for ped timings and crosswalks, the City cannot build in those features until curb ramps and sidewalks are constructed through an approved project. He confirmed there was a non-City sign placed on the back of the neighborhood association sign in the north median telling traffic to move up. City crews are instructed to remove non-City, non-compliant signs if they come upon them.

A motion was made by D. Theno, seconded by Ald. Nennig, to suspend the rules.

John Crabbe (505 Larry Ln) is a representative from the McAuliffe Neighborhood Association and spoke in favor of the request. Neighbors are concerned with traffic increase after Uncle Mike's Bakery opens, and other issues as already discussed. Motorcycles have a difficult time being detected. A STOP HERE ON RED sign, like on E Mason St, would help. There are no buttons to help get across if you're a pedestrian or on a bike. Development continues to occur.

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

Eng. Hansen stated that requesting sidewalk is beyond the scope of this request. Our recent traffic count would show if pedestrians are crossing. A sidewalk study would have to show the need for sidewalks. That study would then be forwarded to I&S and staff for consideration. As for loop detector layout, placing a second loop would improve traffic operations.

A motion was made by D. Theno, seconded by C. Karow, and carried to refer to staff to retime the traffic signal at East Mason Street and Challenger Drive after the opening of Uncle Mike's Bakery and to install a second loop detector in the southbound through-left turn lane.

4. Consideration with possible action on the request by Ald. De Wane to install a left-turn signal on Alpine Drive to East Mason Street.

A motion was made by C. Karow, seconded by D. Theno, and carried to refer to staff to study the request to install a left-turn signal on Alpine Drive to East Mason Street.

5. Consideration with possible action on the request by Ald. De Wane to study an alternate sign on eastbound Deckner Avenue onto Alpine Drive.

A motion was made by C. Karow, seconded by D. Theno, and carried to postpone until the next meeting the request to study an alternate sign on eastbound Deckner Avenue onto Alpine Drive.

6. Consideration with possible action on the request by Ald. Nicholson to have a 4-WAY STOP controlled intersection at Cass and John Streets.

Eng. Hansen stated he doesn't have an intersection traffic count. He has received complaints of trucks in the neighborhood as well as cut-through traffic. A multiway stop warrant analysis would need to be conducted before installing a multiway stop. There is a low crash history.

Ald. Nicholson stated he placed the request on behalf of a long-time resident who has reported high vehicle volume, cut-through, and speeding over the years. The requestor wants a STOP sign to slow traffic.

Ald. Galvin stated that this area is within his aldermanic district. He has received reports of vehicles cutting through all neighborhood streets to avoid backups at the Bellevue St signal. He recommended at one time to the neighborhood association to place a request to DPW to consider the area for the city's neighborhood traffic calming program. Although he understands that STOP signs cannot be used for slowing speeds, he knows that officers cannot be placed at every intersection all of the time. Something has to be done.

Discussion took place that the area can get congested, more enforcement is needed, and that stop warrants should be evaluated.

Eng. Hansen noted the many comments about speeding and slowing traffic. Before additional engineering measures are put in place, vehicle speeds should be documented.

A motion was made by D. Theno, seconded by B. Riordan, and carried to refer to staff to collect and evaluate existing speeds on John Street approaching Cass Street.

7. Consideration with possible action on the request by Ald. Galvin for the City to identify crosswalks leading to schools and parks and mark them as crosswalks to raise awareness with motorists.

A motion was made by D. Theno, seconded by Ald. Nennig, and carried to receive and place on file the request for the City to identify crosswalks leading to schools and parks and mark them as crosswalks to raise awareness with motorists.

8. Consideration with possible action on the request by Ald. Galvin that the City develop a plan to increase safety on our roadways for pedestrians and bicyclists.

Eng. Hansen stated that roadway safety consists of addressing all traffic-related issues using the 5 E's: Engineering, Education, Enforcement, Evaluation, and Encouragement. He emphasized the importance of Evaluation and Encouragement. Public Works addresses the engineering portion through its capital improvement program (CIP), traffic signal repair program, and through Traffic Operations (signing, marking, and traffic control). Those programs are prioritized by many factors including traffic safety and the need to replace old and failing infrastructure. He cited project examples. The City and Green Bay Area Public School District (GBAPS) are embarking on a citywide Safe Routes for Non-Drivers plan to begin this February which should address the objective of this request.

Ald. Galvin stated that the City is more reactive than proactive. He wants the City to have a comprehensive plan to address traffic safety for all road users similar to proactive programs like OWI enforcements which use public service announcements, education, media coverage, and enforcement action. The City should get involved in programs like the Share and Be

Aware program and other bike programs like bike rodeos to train kids. The City used to be much more involved in such programs. Every road user has a responsibility. Violating bicyclists probably don't get issued citations anymore. The same goes for pedestrians. We need to increase the engineering as well. We now have flashing lights near the S Webster Ave hospitals but have removed the flashing lights at Mason-Hartung because motorists and even the police didn't know the law relative to that crossing. He doesn't want to wait until the Safe Routes Plan is complete. He wants all staff/departments, not just DPW and Police, to be part of a comprehensive plan. There is grant money available for these programs.

Discussion took place about forming a citizen focus group to forward ideas to the Commission and Council for implementation. Such a request may need to go to the Mayor's Office and Common Council to get buy in from the department heads and to determine how to fund and budget such a comprehensive program. A recommendation should come from this commission to create a focus group or task force of city staff and external stakeholders to develop a plan, and then bring the plan back to Commission and Mayor. Availability of grant funds should also be researched.

A motion was made by D. Theno, seconded by B. Riordan, amended by Ald. Nennig, and carried to refer to the Mayor's Office and Common Council the creation of a Traffic Safety Task Force consisting of city staff and public members to develop a comprehensive plan to increase roadway safety and to find grants to fund any associated programs.

Ald. Galvin stated he would contact the Mayor's Office to discuss. B. Riordan offered to join him in those discussions.

9. Consideration with possible action on the request by Ald. Galvin to review the traffic study done on Monroe Avenue at Aldo Leopold School.

Ald. Galvin stated that a near-miss pedestrian crash recently occurred at Monroe-Eliza. Not speed but distracted driving seems to be the problem. Driver feedback signs have decreasing effectiveness over time. Those signs work when police enforce speeds while signs are active. School staff now waits at Monroe-Eliza, and when children try to cross there, school staff sends them to Monroe-Portier to cross. He is requesting the installation of driver feedback signs and enforcement including Operation Frogger.

Lt. Strouf stated that Operation Frogger is grant funded, and the state directs how the City can use those funds. GBPD didn't receive a ped safety grant in 2017. OWI and seatbelt enforcement are 2 grant-funded programs. There are not enough officers to enforce traffic law without grants.

Ald. Galvin requested 2 police speed enforcement efforts (with driver feedback signs), 2 CSI speed enforcement efforts, and 2 Operation Frogger enforcement efforts per month. A citywide plan like discussed in Item 8 would have a big impact on this community. Half of the school zone violators he found were teachers and parents late for school.

Eng. Hansen handed out the 3 traffic studies conducted over the past 2 years. First was a speed study where engineering and enforcement efforts were approved and implemented. Second was a crossing guard study where a guard was not recommended or approved. The third study was presented in February 2017 which showed a reduction in motorists' speeds and recommended and approved continued speed enforcement. He went over additional details of each report. He stated that based on his familiarity as a driver through this corridor since the speed enforcement efforts started that motorists slow down significantly, and that the

“Rosendale Effect” is confirmed. He has concerns on how to flash a driver feedback sign in a school zone because the 15 mph limit does not go into effect until a child is either on the sidewalk in the school zone or is crossing the street. Outside of those conditions, the limit is 25 mph. There is no way for the sign to sense when a child is present, therefore presenting challenges on how to flash these signs.

Ald. Galvin reiterated his earlier point that inattentive driving is more of a concern in this corridor than speeding.

The Common Council meeting began at 7 p.m. and Alds. De Wane and Galvin quickly summarized their intentions on their remaining items then left the meeting.

A motion was made by C. Karow, seconded by D. Theno, and carried that the Police Department conducts six speed enforcement efforts along South Monroe Avenue near Aldo Leopold School per month through the end of the 2017-2018 school year.

10. Consideration with possible action on the request by Ald. Wery to add a school crossing guard to the area of Mason/Meacham and Mason/Oneida.

Eng. Hansen stated that a District-employed guard was recommended to the District on November 9, 2017 per the terms of the 2017 adult crossing guard agreement between the City and District. This guard now works the afternoon period at Mason-Meacham.

A motion was made by C. Karow, seconded by D. Theno, and carried to receive and place on file the request to add a school crossing guard to the area of Mason/Meacham and Mason/Oneida.

11. Consideration with possible action on the request by Ald. Wery on behalf of the Green Bay Area Public School District to establish a NO PARKING BUS LOADING ONLY zone on the south side of Ninth Street just west of Ridge Road.

Eng. Hansen stated that the proposed parking zone change was made after discussion and site visits with District administration, Jackson Elementary school staff, and Lamers Bus Lines. The school made the request so it was easier to load their special needs students. Eng. Hansen worked out an agreement with the affected parties so that there is no longer overcrowding of buses within the loading zone. The school or District will schedule snow removal from the boulevard to make boarding the bus in the grassy area possible. If the area is not clear, only one bus will be able to park in that space and the other will have to stage somewhere else until the route is ready to be cleared.

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

- A. Remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.
- B. Establish a NO PARKING BUS LOADING ONLY 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

TERMINATION OF TRIAL PERIODS

12. Remove the 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on the east side of Mech Street from a point 135 feet north of Basten Street to a point 135 feet south of Van Deuren Street.

A motion was made by D. Theno, seconded by C. Karow, and carried to remove the 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on the east side of Mech Street from a point 135 feet north of Basten Street to a point 135 feet south of Van Deuren Street.

13. Remove the NO PARKING zone on the east side of Mech Street from Basten Street to a point 135 feet north of Basten Street.

A motion was made by D. Theno, seconded by C. Karow, and carried to remove the NO PARKING zone on the east side of Mech Street from Basten Street to a point 135 feet north of Basten Street..

14. Establish a 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on the east side of Mech Street from a point 60 feet north of Basten Street to a point 135 feet south of Van Deuren Street.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a 4-HOUR 7 AM TO 4 PM MONDAY THROUGH FRIDAY zone on the east side of Mech Street from a point 60 feet north of Basten Street to a point 135 feet south of Van Deuren Street, and adopt by ordinance.

15. Establish a NO PARKING zone on the east side of Mech Street from Basten Street to a point 60 feet north of Basten Street.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a NO PARKING zone on the east side of Mech Street from Basten Street to a point 60 feet north of Basten Street, and adopt by ordinance.

16. Remove the NO PARKING zone on both sides of Nicolet Avenue from a point 170 feet south of Mason Street to Mason Street.

A motion was made by D. Theno, seconded by C. Karow, and carried to remove the NO PARKING zone on both sides of Nicolet Avenue from a point 170 feet south of Mason Street to Mason Street.

17. Establish a NO PARKING zone on the east side of Nicolet Avenue from a point 170 feet south of Mason Street to Mason Street.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a NO PARKING zone on the east side of Nicolet Avenue from a point 170 feet south of Mason Street to Mason Street, and adopt by ordinance.

18. Establish a NO STOPPING OR STANDING zone on the west side of Nicolet Avenue from a point 75 feet south of Mason Street to Mason Street.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a NO STOPPING OR STANDING zone on the west side of Nicolet Avenue from a point 75 feet south of Mason Street to Mason Street, and adopt by ordinance.

19. Establish a NO PARKING 15-MINUTE LOADING ONLY zone on the west side of Nicolet Avenue from a point 100 feet south of Mason Street to a point 75 feet south of Mason Street.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a NO PARKING 15-MINUTE LOADING ONLY zone on the west side of Nicolet Avenue from a point 100 feet south of Mason Street to a point 75 feet south of Mason Street, and adopt by ordinance.

20. Remove the NO PARKING zone on the east side of South Point Road from Whippoorwill Drive to West Point Road.

A motion was made by D. Theno, seconded by C. Karow, and carried to remove the NO PARKING zone on the east side of South Point Road from Whippoorwill Drive to West Point Road.

21. Establish a NO PARKING zone on the east side of South Point Road from Whippoorwill Drive to He-Nis-Ra Lane.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a NO PARKING zone on the east side of South Point Road from Whippoorwill Drive to He-Nis-Ra Lane, and adopt by ordinance.

22. Establish a NO PARKING 7 AM TO 3 PM SCHOOL DAYS zone on the east side of South Point Road from He-Nis-Ra Lane to a point 125 feet south of West Point Road.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a NO PARKING 7 AM TO 3 PM SCHOOL DAYS zone on the east side of South Point Road from He-Nis-Ra Lane to a point 125 feet south of West Point Road, and adopt by ordinance.

23. Establish a NO STOPPING OR STANDING zone on the east side of South Point Road from a point 125 feet south of West Point Road to West Point Road.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a NO STOPPING OR STANDING zone on the east side of South Point Road from a point 125 feet south of West Point Road to West Point Road, and adopt by ordinance.

24. Establish a 30-MINUTE 7 A.M. TO 6 P.M. MONDAY THROUGH FRIDAY parking zone on the west side of Washington Street from a point 190 feet north of Walnut Street to a point 50 feet south of Cherry Street.

A motion was made by D. Theno, seconded by C. Karow, and carried to establish a 30-MINUTE 7 A.M. TO 6 P.M. MONDAY THROUGH FRIDAY parking zone on the west side of Washington Street from a point 190 feet north of Walnut Street to a point 50 feet south of Cherry Street, and adopt by ordinance.

There being no other items of discussion, a motion was made by C. Karow, seconded by D. Theno, and carried to adjourn from the regular order of business. The meeting ended at 7:15 P.M.

The next Traffic, Bicycle, and Pedestrian Commission meeting is scheduled for Monday, February 19, 2018, at 5:30 P.M. in Room 207.