



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, APRIL 15, 2019, 5:30 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

I. *Members:* Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Brad Strouf, Brighid Riordan, Ray Smith, and 1 vacancy.

Present and Voting: Brighid Riordan, Craig Stevens, Brad Strouf, Ray Smith

Present and Not Voting: Daniel Theno

Absent and Excused: Matt Kuepers

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, April 15, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Commissioner Brighid Riordan, seconded by Commissioner Ray Smith to approve the agenda for the Monday, April 15, 2019 Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

C. APPROVAL OF MINUTES.

I. Approval of the Monday, February 11, 2019 Traffic, Bicycle, and Pedestrian Commission meeting

minutes.

Moved by Commissioner Brighid Riordan, seconded by Commissioner Ray Smith to approve the minutes from the Monday, February 11, 2019 Traffic, Bicycle, and Pedestrian Commission meet. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

D. REGULAR BUSINESS.

1. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to establish a NO PARKING 15-MINUTE LOADING ONLY zone on the north side of Pine Street next to the Hotel Northland. (Ald. Scannell - District 7)

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan that on a 90-day trial to:

Remove the NO PARKING zone on the north side of Pine Street from Adams Street to a point 120 feet west of Madison Street.

Establish a NO PARKING zone on the north side of Pine Street from Adams Street to a point 50 feet east of Adams Street.

Establish a NO PARKING 15-MINUTE LOADING ONLY zone on the north side of Pine Street from a point 50 feet east of Adams Street to a point 160 feet east of Adams Street.

Establish a NO PARKING zone on the north side of Pine Street from a point 160 feet east of Adams Street to a point 120 feet west of Madison Street.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

2. *Initial Request:* Consideration with possible action on the request by Ald. Wery on behalf of the Western Corridor Neighborhood Association to discuss the Ben Edinger Trail crossing at Shawano Avenue. (Ald. Wery - District 8)

Moved by Ald. Craig Stevens, seconded by Commissioner Ray Smith to open the floor for discussion. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

Randy Bellin, 1372 Deneys Place, spoke in favor of adding flashing lights to the crossing

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to close floor for discussion. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

Moved by Ald. Craig Stevens, seconded by Commissioner Ray Smith to receive and place on file. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No- None

Abstain- None

E. INFORMATIONAL.

I. Next meeting: Monday, May 20, 2019 at 5:30 p.m. in Room 207.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

I. Adjournment of the current Traffic, Bicycle, and Pedestrian Commission meeting.

Moved by Commissioner Brighid Riordan, seconded by Commissioner Ray Smith to adjourn the current meeting of the Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Ray Smith

No

None

Abstain

- None

VERBATIM MINUTES

- [Dave] Be a few seconds off, alright. Ready to roll.
- [Dan] Ready?
- [Dave] Mmh-mmh.
- [Dan] Okay, call the meeting to order of the Traffic, Bicycle, and Pedestrian Commission. Noted that all members are present except the Chairman Matt. Is there a motion to approve the minutes, and the agenda?
- [Brigid] So moved.
- [Dan] It's been moved, is there a second.
- [Ray] Second.
- [Dan] All in favor signified by saying aye.
- [All] Aye.
- [Dan] Opposed nay, the ayes have it. Move on to regular business. Looks like I goofed up my, there. Consideration possible action and request by the traffic engineer to establish no parking fifteen minute loading zone only on the north side of Pine Street next to the Hotel Northland.
- [Dan] Dave?
- [Dave] Gonna direct your attention to the screens. This is an image here, aerial image of the location. So where the pushpin is, is approximately where the main entrance is. At least where the loading and unloading of passengers, guests, valet parking, all of that that takes place there. And currently that whole north side of Pine Street from Adams to approximately Madison Street, so those two blocks, is all no parking this side of the street. And a lot of that was due to, you know there's some turn lanes into the ramp, things like that, and a lot of driveways in that area. And with the old land use of that building, where the hotel is currently just extended all the way to Adams street. But with this now change of land use, back to the hotel. It just makes sense to have a loading area there. It's something that I see regularly occurring anyway. It's a natural place for people to drop off guests, pick up guests, and take their luggage in and so forth. So I just figured, rather than.
- [Dan] Valet parking uses it to.
- [Dave] Yeah, I figure rather than trying to fight anything like this, it just seemed to make sense. Yeah, I've looked at the roadway width, we're all fine with the roadway width, we can still maintain a safe lane of traffic going in the east-bound or west-bound direction from the center line. So we should be fine. So when it gets down to the detail of what we will establish, I intend on keeping everything obviously from this alleyway no parking this side of street. As I was saying because of the turn lanes and everything into the ramp. However, probably go about ten feet from this building corner in the alley access, there's an electrical pull box there for the street lighting that would conflict probably. So we'll probably put the sign just to the west of it. And then there is a no parking here at a corner on the south side, and what I want to do is just maintain that same distance on the north side to preserve the right turn movement to go north towards Northland. But that would probably be about, not exactly sure what the distance is probably 50-75 feet. We'll verify that and put that in the official minutes. Basically my request would be to have a no parking here at a corner, roughly where I'm noting on the map, and then this area all right in here would just be all no parking/fifteen minute loading.

- [Dan] Is there any questions? Is there a motion to approve?

- [Craig] Motion to approve.

- [Dan] Is there a second?

- [Brighid] Second.

- [Dan] All in favor signified by saying aye.

- [All] Aye.

- [Dan] Opposed nay, the ayes have it. Item number 2 for consideration possible action on the request of Alderman Wery, on behalf of the Western Corridor Neighborhood Association. To discuss the Ben Edinger Trail, I don't know how to say that, crossing on to Shawano Avenue.

- [Dave] Yeah, the trail itself sometimes is also referred to as the West Side Trail. It just got a renaming a couple of years ago. Anyway, I'm gonna again draw your attention to the computer monitor and I'll show you the crossing. So this is a.

- [Dan] It's an old railroad trail isn't it?

- [Dave] Exactly.

- [Dan] Track.

- [Dave] Yup, it's based at one of those rails to trails projects from years ago. Where old railway bed converted into a trail. This crossing was put in a number of years ago, and as you can tell here, we got a multi lane facility, it's an undivided four lane roadway. Two lanes in each direction, and we've got plenty of sight lines in, if anyone remembers or has driven through here, the sight lines are very good. It's a very straight roadway, you can see the crossing and it's signage actually very well. Hundreds and hundreds of feet in advance of this crossing. I did have some email exchange with the Alder relative to this prior to it becoming an actual request. So he had asked me what my thoughts were on it, and I responded back after looking into crash history, of which I could not find any. Which is the good news. You know, good news in the case is no crashes. So, I look at that relative to what we have out there in place, and for a mid-block crossing, we've got the continental style markings here. Which have the best kind of contrasting marking for a crosswalk, so I think that's in perfect order. And like I said, the signage is actually above standard size and positioning of it. So that compared to the existing record of no crashes, I didn't see a need to have anything done to it.

- [Dan] Okay.

- [Dave] My presumption at this time, without knowing any information from the neighborhood association, I'd asked for it and I did not get any, was the problem. My presumption is that it's a compliance issue, but I'm not certain.

- [Dan] Okay. We have a gentleman that would like to speak from the neighborhood association.

- [Man Off Camera] That's on the trail right?

- [Dan] Yeah.

- [Man Off Camera] Okay.

- [Dan] Is there a?
- [Dave] We have a process for filling out paperwork, I mean, it's just your name and address, so for the record.
- [Randy] Okay.
- [Dave] But then yeah, but go on.
- [Dan] Do we need to make a motion to open the floor?
- [Dave] Yes, yes, but.
- [Dan] It's been moved in second and all in favor signified by saying aye.
- [All] Aye.
- [Dan] Opposed nay, the ayes have it. Yes sir.
- [Randy] I guess I'm the only one from the neighborhood association. I'm just the citizen in the area, on Shawano Avenue that's the one you're talking about there. Okay. We walk, we live two blocks from there, as well as we walk on the trail too. I personally, I stop. If I see somebody in a crosswalk or something like that, and I appreciate it when I'm walking people stop there. I think it'd be a good idea, flashing light. Although there was, now I do have to say, I'm probably shooting myself in the foot, there was one on East Mason Street. Which was taken down, because nobody stopped there. So I don't know. I'm in favor of a flashing light for people to stop. More and more people seem to be stopping, but I think the flashing light would help tremendously.
- [Dan] Okay.
- [Randy] Any other questions or anything?
- [Ray] Well I'll respond directly to your reference to the one on the east side, because that's in my neighborhood.
- [Randy] Okay.
- [Ray] The old Grove neighborhood.
- [Randy] Yeah.
- [Ray] Before I was on the commission, I requested the commission to take those lights down because what happened would be, that people would come push the button, and the lights would come on, and they would assume that traffic was gonna stop, and the traffic never did stop.
- [Randy] Right.
- [Craig] And so there was a false sense of security that I can go across with my bike or my trike or whatever, and it got to be to the point where, people in my neighborhood said let's take the lights down, because it's giving this false sense of security. And somebody is gonna get killed, because the traffic on Mason just never stopped.
- [Randy] Right.

- [Ray] I would assume the same would be with Shawano.

- [Randy] I think there's more traffic on East Mason, than what there is on Shawano believe it or not.

- [Ray] Oh yeah.

- [Randy] Especially with the highways going around town. Cause I've lived in, I live a block off of Shawano Avenue, and since the highways have been there, how would I say the traffic is considerable less. But, I mean I've even pulled in and blocked both lanes and put my flashers on so people stop. Because there's kids, I mean people walking dogs, we use the trail, we help clean up the trail. I guess I'm just kinda.

- [Ray] Dave, do we have any signs there that say crossing?

- [Randy] There are, there is a sign on each side that says pedestrian crossings. If I'm not mistaken, and possibly one in the middle. A yellow sign.

- [Dave] Alright, I'm not positive if we have advance warning, I believe we do, but let me just check. They were already in place, so it's at the crossing itself.

- [Randy] Yeah.

- [Dave] As you can see, so what we did was, I mean on a standard crossing, what I was getting at before, about the standard being above standard. The standard minimum would be to just have this assembly here, but we've got actually one on each side. So that would raise it up a little bit. We did put this on a more durable post and everything, and we were able to raise the height a little bit. On the assembly and the signs, as you can tell, it's a florescent yellow color, which is obviously, even more bright to the motorist. And you'll see that it's back to back, so if you move forward on here, you'll see the same thing over here. So in essence you have, you know this one's not gonna obviously be doubled, because this is counter directional. Yeah, then you have the, here these are what we call detectable warning fields, these are for ADA compliance for the visually impaired. But everything on this is above standard, we do have, like I was saying with the continental crosswalks here that get painted every year to keep them nice and white. So, you know, like the gentleman was saying about flashing lights, that is a possibility, but we normally will evaluate a crossing for a lot of different things. We take an engineering perspective at it, look at a multiple factors. Obviously one of them that I, that I look at that I think is obviously very important, is the safety. You know if there's a safety record, then obviously there should be something more to do here. But there's other factors, such as the amount of volume of pedestrian traffic that's using the crossing, and roadway widths, amount of wait time that is observed in the field. Those are some of the things that we looked at. And I know you mentioned the one on East Mason Street, so are they similar, they're actually quite different in my opinion. The reason I say that is, well one of the things is the volume of traffic, and then you mentioned that it's so much higher. That makes a difference. The reason, and this is what I've always suspected all along on that crossing on why the compliance was so low, is that the volume was low. That's the fear that I have when we install lights at a location that has a low ped count. And I don't know if per se that's the truth here, I don't know, we did know that over there, we counted that and it was low. So what happens is, no one expects to see the light flashing and all of a sudden they see a light flashing, well what's this. It's the one time in two hours that someone crossed. It's one of those. So when we look at it from an engineering perspective, we would like to see minimum pedestrian walks over. Not just one sample of an hour, multiple hours. A good example of a flashing light installation, is actually over by the hospitals on Webster.

- [Randy] I was just gonna say that to.

- [Dave] I go through that corridor often, we haven't done any follow up studies after we put it in, but we knew going into it that there was a lot of crossings that were happening. Basically jaywalking, that was already

occurring. So there was justification for it, and I'm sure you can, I'm probably preaching to the choir here, you see those lights flashing quite often. That's where you get the compliance, people are used to seeing that, and their like oh, okay. Now they're on I guess we've got someone crossing, and there you'll see the person. So that's why when we look at it from an engineering perspective, we'd like to see those minimum number of pedestrians, cause that's when the compliance does get better.

- [Dan] Okay, anything else?

- [Randy] No that's, I just wanted to give my two cents worth, I guess.

- [Ray] Thank you very much.

- [Randy] Do you want this?

- [Woman In White] I can take that.

- [Ray] Yeah, thank you very much.

- [Woman In White] Thank you.

- [Randy] Thank you, and I hope you guys decide to go with that because I think it'd be a good effect. Especially like the one at the hospital. But I went by there a couple times in the past couple weeks, and I thought that was tremendous. So, okay.

- [Dan] Okay.

- [Randy] Thank you gentlemen, ma'am , ladies.

- [Dan] Is there a motion, to go back.

- [Craig] A motion to close the floor.

- [Dan] Motion to close. Is there a second?

- [Brighid] Second.

- [Dan] Moved in second, all in favor say aye.

- [All] Aye.

- [Dan] Opposed nay, the ayes have it. What is the view of the commission? Any comments?

- [Brighid] You wanna do a, maybe a study for pedestrians, I mean it's hard, I don't know how many people use that. I have no idea.

- [Dave] It's something we can do, I wouldn't be surprised if it came back with low volume. Because I know what the thresholds are, and anecdotally from my experience with this crossing, because I haven't looked at this. Obviously like when we were installing signs, we've made modification after we put it in. That anecdotally, I don't think the numbers are gonna be close. But that's again my cursory opinion of it at this point. I mean it would involve looking at the volumes, I would probably be looking at head ways or gaps with that. And then obviously we'd have to get some, you know I'd have our traffic if our summer students are here, by that time I could always have them do the study, and have them at least count them. I mean it is something we can do, but like I said I just have my experience behind me saying that I don't think it's gonna meet it.

- [Dan] Is there a motion?
- [Craig] I feel that we don't really need to do anything with this section here, so I'm going to make a motion to just to place on file.
- [Dan] Is there a second?
- [Ray] Second.
- [Dan] Ray second. All in favor signify by saying aye.
- [All] Aye.
- [Dan] Opposed nay, the ayes have it. Informational issue the next meeting would be May 20th, is there anything further to come before the commission? Now is there a motion to adjourn.
- [Brighid] So moved.
- [Dan] It's been moved, is there a second?
- [Ray] Second.
- [Dan] Second. All in favor of second aye by saying aye.
- [All] Aye.
- [Dan] Opposed nay, the ayes have it. Okay, seventeen, sixteen minutes. That's a record. We did it for you Brighid.
- [Brighid] I like it.
- [Ray] I traveled an hour and a half to get here.
- [Craig] Oh did you?