



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, MARCH 15, 2021, 5:30 PM
Virtual Meeting. Public may view via Zoom.

A. ZOOM MEETING INFORMATION.

I. This item contains documents which provide call in information and instructions for the Zoom meeting.

B. ROLL CALL.

I. *Members:* Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Mike Sobieck, Brighid Riordan, and 2 vacancies.

Voting: Craig Stevens, Mike Sobieck, Daniel Theno

Excused: Brighid Riordan, Matt Kuepers

Acting Chair: Daniel Theno

C. APPROVAL OF THE AGENDA.

I. Approval of the Monday, March 15, 2021 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Ald. Craig Stevens, seconded by Lieutenant Mike Sobieck, to approve the agenda of the Monday, March 15, 2021 Traffic, Bicycle, and Pedestrian Commission as amended to take Item E3 before E1.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

D. APPROVAL OF MINUTES.

I. Approval of the Monday, February 15, 2021 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Ald. Craig Stevens, seconded by Lieutenant Mike Sobieck, to approve the minutes of the Monday, February 15, 2021 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

E. REGULAR BUSINESS.

1. *Initial Request:* Consideration with possible action on the request by Ald. Stevens to evaluate the need for the existing traffic control signal at the intersection of Deckner Avenue and Henry Street, and to establish proper intersection control if the signal is no longer needed. (Ald. Stevens – District 5)

Moved by Ald. Craig Stevens, seconded by Lieutenant Mike Sobieck, to refer to staff for study the request to evaluate the need for the existing traffic control signal at the intersection of Deckner Avenue and Henry Street, and to establish proper intersection control if the signal is no longer needed.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

2. *Initial Request:* Consideration with possible action to conduct a traffic study to review the safety of the Hazelwood Lane/Wood Lane intersection. (Ald. Vander Leest - District 12)

Moved by Ald. Craig Stevens, seconded by Lieutenant Mike Sobieck, to refer to Brown County Public Works the request to conduct a traffic study to review the safety of the Hazelwood Lane/Wood Lane intersection.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

3. *Postponed:* Consideration with possible action on the request by Ald. Lefebvre to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from Pine Street to University Avenue. (Ald. Lefebvre - District 6)

Moved by Ald. Craig Stevens, seconded by Lieutenant Mike Sobieck, to direct staff to conduct a speed study to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from Pine Street to University Avenue.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

F. INFORMATIONAL.

I. Next meeting: Monday, April 19, 2021.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

Moved by Lieutenant Mike Sobieck, seconded by Ald. Craig Stevens, to adjourn the current meeting of the Traffic, Bicycle, and Pedestrian Commission.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

VERBATIM MINUTES

- On behalf of our chair, who was unable to beyond this particular meeting call, he has to be excused but I'll call the roll call. Commissioners Theno here. Stevens?
- Here.
- Sobisky?
- [Soviak] Sobiek's here.
- Sobiek , we're going to get that right eventually Mike.
- [Mike] Sooner or later.
- Leann it should be noted that David Hansen's here and Alder Kathy Lafebvre. I'll motion to approve items C and D, the agenda and the minutes with one correction with the agenda we will move at the request of Alder Lefebvre we'll move item E three ahead of item E one. Is there a motion to approve C and D with those changes?
- Motion to approve.
- There is a motion to approve, Mike do you second?
- I second it.
- Okay, moved and second all in favor signify by saying, aye.

- [All] Aye.

- Opposed nay, the ayes have it. Item E three, Mike, I turn it over to you, Dave. This is an item that we had before us before

- But, and just to summarize, the discussion revolved around the reasons behind the request for change of the 25 speeds zones. So some questions on, on the limits particularly the southern limit, which would be Pine Street and why that was being selected as one of the change areas. And then that third item that we had discussed was keeping consistency along North Webster Avenue. As we don't want to see a lot of change with the speed zones, you know going from 25 to 35 to say something else. So, with that being said in the city, I'm just going to summarize what we have, in the southern limits, which is roughly around Garland's slash Granian Street to the North all the way to University Avenue, it's posted 25, north of University all the way out until it turned into to East Shore Drive. And actually I believe as it even extends in East Shore, it's 35 then. So we really have two speed zones in place. And this one in particular would be south of the the section that we just recently changed to 35, which was at University north of basically Radisson Street. So, that's really a summary, what we had talked about. And I know that there was a request to see if the alder could either give us an explanation or attend the meeting. So, as Kathy is here and I guess I'll, I'll ask that if Kathy if you have a few words, if you wouldn't mind saying relative to your request.

- Yes, thank you, thank you. I've had some discussions off and on with Dave, and I put the request in and I spent the Pine Street but then I think, I know it was you Dave or someone had mentioned maybe it should actually, the request should have gone to Walnut Street because that is pretty much, I know there's the apartment, which is residential but a lot of it is business and usually 35 is and you know kind of a business area, 30, 35, somewhere like that. And usually in residential, it's 25 to 30. And that's why I was a little surprised with a Webster going to 35, but that's fine. If it's made wide enough, it seems to be flowing fine but I thought a continuation would be best continuing from University. One reason is that the lights are really hard from University to Main on Webster to make that light. I would say it's pretty much like nine, nine and a half times out of 10. You can't make it. And I thought if the, if the speed limit was consistent up to 35, you can make the green light at, at University 35. You know, you continue that speed as long as it's not too, you know, like Dave mentioned the the little Hill from the Webster going over the river. If it isn't excessive for that, if you do 35 you should probably beat light two. That was my observation. I may be wrong. I don't know, Dave's the, and his department. I mean, they can look at all that and see if that would be accurate. And I just brought it up. I thought it would maybe make it more smooth flowing through there. And as you know, the other part from University to Walnut, there aren't a lot of driveways. And I think that's another consideration that you look at too. So I just thought it would flow better. That's just the reason that I brought it up. And I mean, if Dave and his department decide that no it should stay at 25, I'm fine with that.

- Dave we just put up the signs for the 35 area, didn't we?

- Yeah, that was probably about four months ago.

- Okay, is there, is there value in holding off on changing any more signs until we make sure what we have in place is working properly?

- Well, what we have in place, I guess by feedback has been successful. I know that I've heard anecdotally from people saying they think it's more appropriate. I guess maybe what you're getting is time will tell if, you know if there's any safety issues relative to the increase of speed. But I guess what we really have to do is do a speed survey and find out the before and the after on the just changed segment. See if that made any difference. And again, like I said, the safety component of that which would be a review of number of crashes, if any hopefully there have been none. I haven't been signaled on any that have occurred. I guess probably the more important part, at least with the request here is to look at that segment and Kathy, she did re reiterate something that she and I had spoken about, which was about the crest of the curve of the bridge, which, you know we would have to look at that and determine whether or not, 35 mile an hour speed would be appropriate over that Ridge. The bridge crest may be designed to less than that. I think that's the, the presumption that's maybe that we have out there, but as many of you know a good part of that was already reconstructed. I mean, pretty much, pretty much everything because the North or North Webster Project went all the way to the bridge and then everything south of the bridge was done on a different project. So, we really have new pavement all the way to Main Street. So, I don't think a poor pavement condition, that definitely is not an issue when it comes down to looking at speed zone, increasing the speeds. But to me it's more of an engineering thing. I mean, and by statutory, you know Wisconsin state statutes that is, we have to look at it with every speed zone adjustment must at least have a speed study that has been conducted and submitted to the appropriate body, which in this case is where are today that Traffic, Bike and Ped Commission. So, if it's the will of the commission, I certainly would support a speed zone study being conducted in the requested area. And if the commission so desires to have it looked at relative to that Southern zone, potentially if that's the appropriate spot, as the alder had mentioned, you know maybe Walnut, maybe a different location for our southern terminus and all these other factors that I brought up about keeping continuity, not changing speeds all that much along the corridor. And, you know, cause there's a lot of components for compliance and that's certainly one of them is not changing the speeds zone up too much. And it just, you know you really can't do that to the public. So, if that's the will of the commission, we can do the study. The study would obviously have to take place in a little bit warmer weather at least when we don't have the threat of snow on us, which we do now. We usually wait until at least April, May before we actually start doing conducting these studies and get some results back. So there could be a motion to refer this to staff for a speed study, but just want everyone to know that it's would not be something that comes back at the next meeting.

- Okay, I think that's personally, I think that's, is there a motion or further discussion?

- Can, is Craig want to say something otherwise?

- No Kathy but what did you want to say before I make the motion?

- Yeah, I was just thinking too, does, I said 35. Does this make sense at all? I just thought of something. You got 35 for University, if you put it at 30 going up to Walnut, then you got 25. Does that make more sense? Because you know, if you change like the 35 and all of sudden you've gone 25, it takes you a while a car doesn't just all of a sudden go 35 to 25. It takes awhile for them to, you know get down, lower their speed limit. They're not going to brake right away because you'd be rear-ended. But I don't know. Maybe I'm maybe I'm way off base. I don't know.

- I can actually answer that question. Yeah, it's actually against engineering practice to make adjustments in five mile an hour increments.

- Okay.

- It just needs to be 10 or more.

- Okay, I'll make a motion to refer back to staff.

- For a speed study?

- For a speed study thank you. Okay, then that's been been moved. Mike, do you second?

- [Mike] I second.

- It's moved and second. All in favor, signify by saying, aye.

- [All] Aye.

- Opposed nay? The ayes have it. Well, thank you very much.

- Well thank you everybody for listening to me. I am going to leave, although I know you've got some other good things coming up, but I'm going to leave so I can get ready for my next meeting. Okay, cause I have to get on the turnpike. All right. Thank you very much.

- Bye.

- Bye, bye

- I'll return to item E one, Dave.

- Yes, so any traffic signal that would be considered for removal, again, kind of like a last item. It requires a study, an intersection control evaluation or ICE in order to determine what the proper intersection control should be. I know that Dan, you had had some questions about, you know, you think it's probably a, maybe one that's at the lower end of entering volume. And after our last meeting, I did look into that and I believe it was within the top or I should say bottom 10 of entering volume at intersection. So we do 12 hour turning movement counts at all of our signalized intersections every three years. And the last one that we did, you know I just looked at all, all the recent ones minus 2020 given the pandemic year, I've been discounting the volumes since they were much lower. So I've been looking at '19 and earlier and I believe Decker Henry was in that bottom 10. It was, it was towards the bottom, no doubt. We've got over a hundred traffic signals. So, you know, when you're looking at it in the bottom 10, yeah. That's probably an indication that it may not be warranted, but traffic signal warrants look at more than just entering volumes. You know, we look at a lot of different factors such as safety, progression of movement, proximity to schools and, you know, peak hours, things like that. So there's definitely a lot of different factors that we look at other than volume, but looking at volume alone, indications are that we may be on to something for that. So with that being said and to follow proper guidelines I am recommending to the Commission. If, if indeed there's a majority here that want this looked at that, then it would have to be for the staff to study.

- Is there a motion, motion to refer to staff? Is there a second?

- Oh, he's gone.

- He's gone?

- Yeah, he's not on the screen anymore.

- Which officially we don't have a quorum.

- Oh dear.

- I think we hang on on the line here. my guess is that he just probably hit a bad spot and once he tries to reconnect, Matthew, I'm sure you're observing to see if he's trying to join. And if so, if you could please let him in?

- I did suggest to the mayor the other day that you send out a list of vacancies on all boards and commissions to the presidents of all the neighborhood associations. Maybe they have some ideas of some people that should be on these boards and commissions because we currently have two vacancies. And that hurts when you have a couple of members absent.

- Dave, you wouldn't know regarding traffic, do you have to be a citizen of Green Bay?

- That has been standing practice. Although I do not believe we have it in our bylaws that States, otherwise, Mike is now back on with us and Mike, if you could unmute please So, all right you with us, Mike?

- Can you hear me?

- Yes, thank you.

- [Mike] Yep, I'm back.

- All right, so we'll make a motion to refer to staff.

- [Mike] I second it.

- Been moved and seconded all in favor, signify by saying, aye.

- Aye.

- [Mike] Aye.

- Opposed nay, the ayes have it. Thank you very much. Item E three.

- E two.

- Oh, excuse me E two, E two.

- So this was for a traffic study request to conduct a study, safety study, the intersection of Hazelwood Lane and Wood Lane intersection, alderman and district 12 would be the associated Alder. This one is an interesting one, as in, if you look at the corporate limits and boundaries plus the ownership of street right away, we've got a lot of players. City of Green Bay has the north half or north approach to the intersection or a quarter of the intersection, Village of Ashwaubenon and has a southern and the east and west legs, which is Hazelwood Lane is also a County Highway Route B, then 50% County sheriff. I did have a conversation with public works director, Paul Fontecchio, at Brown County. And so he's aware of this request and just, I want you to know that there is an associated request that's already been heard by the Improvement Service Commission or Committee, sorry, for requests for sidewalks on the West side of Wood Lane, between Ironwood and Hazelwood. So really it's from the four-way stop north. And that was referred staff for study. My division will be conducting that study. And when I brought all this into the conversation with Director Fontecchio, he would like to have the first first right to look at it, seeing how he does have the majority. So, with that being said and to honor that request. I am making a recommendation to the Commission to refer this request to Rome County Public Works to conduct a traffic study and review the safety of Hazlewood Lane and Wood Lane intersection.

- We'll make that motion to refer to Brown County.

- I'll be back in a second. I got somebody at the door.

- I think we need to bring your pet to work day, I mean meeting day.

- Oh, I've seen that happen quite enough. I don't know if, I only have two cats, so I don't know how well they would do coming out of the house.

- Okay, sorry about that. So there's been a motion to refer this to the County. Is there a second?

- [Mike] I would second it.

- Okay. All in favor, signify by saying aye.

- Aye.

- [Mike] Aye.

- Aye, opposed, nay. The ayes have it. Is there any other items to come before the Commission?

- If we're, if we're moving on to informational I just wanted to just in case there's any questions out there relative to the virtual meeting versus in-person meeting. I know that typically Matt Kuepers will ask about the status of that. The answer to that would be that there is no change up to this point. Although I do you understand that, you know, I think everyone can see that things are starting to open up with the various changes. You know, the number of cases going down and the prevalence of the vaccine. However, our policy here at the city has not changed as of yet. So with that being said unless we hear anything between now and the next meeting I just wanted to let everyone know that we're still on a virtual meeting schedule.

- Okay. Anything else? Next meeting would be Monday, April 19th. Is there a motion to adjourn?

- [Mike] I'll make the motion to adjourn.

- The motion to adjourn.

- Second? All in favor signify by saying, aye.

- Second. Opposed nay, the ayes have it. Thank you much you all and everybody stay safe.

- All right, thank you.