



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, JULY 17, 2023, 5:00 PM

In person at City Hall, Room 310.

Virtual attendance also available via Zoom.

A. Zoom Meeting Information.

- I. Join Zoom Meeting Online:

<https://us02web.zoom.us/j/88142236222?pwd=T3d6Q2RKTmEyczF6Rm5qVGJmb0Q5QT09>

Or call in by phone: +1 312 626 6799

Meeting ID: 881 4223 6222

Passcode: 938023

If you wish to speak at this public meeting or leave a comment, please fill out the online [Comment Form](#) prior to the meeting. More detailed [Zoom Instructions](#) can be found online.

B. Roll Call.

- I. Members: Chairperson Daniel Theno, Vice Chairperson Kasha Huntowski, Alder Craig Stevens, Lieutenant Tom Buchmann, Stephen Larsen, Patrick Sorelle, and Dan Teaters.

C. Approval of the Agenda.

- I. Approval of the Monday, July 17, 2023 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

- I. Approval of the Monday, June 19, 2023 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

E. Regular Business.

- I. *General Business*: Consideration with possible action on the report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)

2. *General Business:* Report by the Police Department of the 2023 2nd quarter serious injury and fatal crashes. (All Alders)
3. *Initial Request:* Consideration with possible action on a request by the Department of Public Works that the city enter into an agreement with Imperial Supplies for their request to install a Rectangular Rapid Flashing Beacon (RRFB) system on Madison Street. (Alds. Scannell and Johnson - Districts 7 & 9)
4. *Initial Request:* Consideration with possible action on the request by Ald. Johnson to establish a 4-WAY STOP condition at the intersection of Howard Street and Hazel Street. (Ald. Johnson – District 9)

F. Informational.

1. Next Meeting: Monday, August 21, 2023.

G. Public Hearings.

H. Adjournment.

1. Adjournment of the Monday, July 17, 2023 Traffic, Bicycle, and Pedestrian Commission meeting.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov
- 2) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) QUORUM: Please take notice that a majority or quorum of the Common Council will attend this Traffic, Bicycle, & Pedestrian Commission meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, JUNE 19, 2023, 5:00 PM

In person at City Hall, Room 310.

Virtual attendance also available via Zoom.

A. ZOOM MEETING INFORMATION.

I. This item contains Zoom information, instructions, and a link to the Virtual Comment Form.

B. ROLL CALL.

I. *Members:* Chair Daniel Theno, Vice Chair Kasha Huntowski, Alder Craig Stevens, Lieutenant Tom Buchmann, Stephen Larsen, Patrick Sorelle, and Dan Teaters.

Present and Not Voting: Daniel Theno

Present and Voting: Kasha Huntowski, Tom Buchmann, Stephen Larsen, and Dan Teaters (virtual)

Absent: Patrick Sorelle, and Craig Stevens

Others Present: Traffic Engineer and Recording Secretary David Hansen; Administrative Clerk Sheila Petitjean; and Citizen Steven Schneider

C. APPROVAL OF THE AGENDA.

I. Approval of the Monday, June 19, 2023 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Tom Buchmann, seconded by Kasha Huntowski to approve the Monday, June 19, 2023 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Yes: Tom Buchmann, Kasha Huntowski, Stephen Larsen and Dan Teaters

No: None

Abstain: None

Voice Vote. Motion carried.

D. APPROVAL OF MINUTES.

I. Approval of the Monday, May 15, 2023 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Tom Buchmann, seconded by Kasha Huntowski to approve the Monday, May 15, 2023 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Yes: Tom Buchmann, Kasha Huntowski, Dan Teaters, Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

E. REGULAR BUSINESS.

1. *General Business*: Consideration with possible action on the report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)

Moved by Kasha Huntowski, seconded by Stephen Larsen to receive and place on file the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes: Kasha Huntowski, Stephen Larsen, Tom Buchmann, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

2. *Held From Past Meeting*: Consideration with possible action on the request by Ald. Galvin to change the 2-WAY STOP condition on Irwin Avenue at Eliza Street to a 4-WAY STOP condition. (Ald. Galvin - District 4)

Moved by Dan Teaters, seconded by Stephen Larsen to receive and place on file the request by Ald. Gavin to change the 2-WAY STOP condition on Irwin Avenue at Eliza Street to a 4-WAY STOP condition.

Yes: Dan Teaters, Stephen Larsen, Kasha Huntowski, and Tom Buchmann

No: None

Abstain: None

Voice vote. Motion carried.

3. *Initial Request*: Consideration with possible action on the request by Ald. Scannell to study the removal of the traffic control signal at the intersection of Dousman Street and Oneida Street. (Ald. Scannell - District 7)

Moved by Kasha Huntowski, seconded by Tom Buchmann to refer to staff to study the removal of the traffic control signal at the intersection of Dousman Street and Oneida Street.

Yes: Kasha Huntowski, Tom Buchmann, Stephen Larsen, and Dan Teaters

No: None

Abstain: None

Voice Vote. Motion carried.

4. *Initial Request*: Consideration with possible action on the request by Ald. Scannell on changing the parking availability on Cedar Street between Webster Avenue and Clay Street, particularly making a

NO PARKING zone during the day across from the driveway of Riverside Welding and opening other spaces that are currently posted restricted parking. (Ald. Scannell - District 7)

Moved by Kasha Huntowski, seconded by Stephen Larsen to open the floor for discussion.

Yes: Kasha Huntowski, Tom Buchmann, Stephen Larsen, and Dan Teaters

No: None

Abstain: None

Voice Vote. Motion carried.

Steve Schneider (2031 Ledge Haven Ct) spoke in favor of the request.

Moved by Kasha Huntowski, seconded by Stephen Larsen to close the floor for discussion.

Yes: Kasha Huntowski, Tom Buchmann, Stephen Larsen, and Dan Teaters

No: None

Abstain: None

Voice Vote. Motion carried.

Moved by Kasha Huntowski, seconded by Tom Buchmann that on a 90-day trial, to:

A. Remove the NO PARKING zone on the north side of Cedar Street from a point 139 feet east of Webster Avenue to a point 232 feet east of Webster Avenue.

B. Remove the NO PARKING zone on the south side of Cedar Street from a point 78 feet west of Clay Street to Clay Street.

C. Remove the NO PARKING zone on the south side of Cedar Street from a point 185 feet east of Webster Avenue to a point 290 feet east of Webster Avenue.

D. Remove the 2-HOUR PARKING 7:00 A.M. TO 7:00 P.M. MONDAY THROUGH FRIDAY zone on the north side of Cedar Street from a point 80 feet east of Webster Avenue to a point 139 feet east of Webster Avenue.

E. Remove the 2-HOUR PARKING 7:00 A.M. TO 7:00 P.M. MONDAY THROUGH FRIDAY zone on the north side of Cedar Street from a point 232 feet east of Webster Avenue to Roosevelt Street.

F. Remove the 2-HOUR PARKING 7:00 A.M. TO 7:00 P.M. MONDAY THROUGH FRIDAY zone on the south side of Cedar Street from a point 25 feet east of Webster Avenue to a point 185 feet east of Webster Avenue.

G. Remove the 2-HOUR PARKING 7:00 A.M. TO 7:00 P.M. MONDAY THROUGH FRIDAY zone on the south side of Cedar Street from Clay Street to Roosevelt Street.

H. Remove the 15-MINUTE LOADING zone on the south side of Cedar Street from a point 25 feet east of Webster Avenue to a point 185 feet east of Webster Avenue.

I. Establish a NO PARKING zone on the south side of Cedar Street from Clay Street to a point 65 feet west of Clay Street.

J. Establish a NO PARKING zone on both sides of Cedar Street from Roosevelt Street to its easterly terminus at the East River.

K. Establish a NO PARKING 7:00 A.M. TO 5:00 P.M. MONDAY THROUGH FRIDAY zone on the south side of Cedar Street from a point 25 feet east of Webster Avenue to a point 200 feet west of Clay Street.

L. Establish a NO PARKING 7:00 A.M. TO 5:00 P.M. MONDAY THROUGH FRIDAY zone on the north side of Cedar Street from a point 80 feet east of Webster Avenue to a point 160 feet west of

Clay Street.

M. Establish a 2-HOUR PARKING 7:00 A.M. TO 7:00 P.M. MONDAY THROUGH FRIDAY zone on both sides of Cedar Street from Clay Street to Roosevelt Street.

Yes: Kasha Huntowski, Tom Buchmann, Stephen Larsen, and Dan Teaters

No: None

Abstain: None

Voice Vote. Motion carried.

5. *Initial Request*: Consideration with possible action on the request by the Traffic Engineer to establish STOP conditions at the following locations due to roadway reconstruction as part of the West Mason Street and Packerland Drive improvement project.

A. TWO-WAY STOP condition on West Mason Street South Frontage Road (eastbound and westbound) at West Mason Street access 1,000 feet west of Packerland Drive.

B. ONE-WAY STOP condition on West Mason Street South Frontage Road (northbound) at West Mason Street 1,000 feet west of Packerland Drive.

C. ONE-WAY STOP condition on West Mason Street North Frontage Road (southbound) at West Mason Street 1,000 feet west of Packerland Drive.

D. ONE-WAY STOP condition on West Mason Street North Frontage Road (westbound) at East Campus Drive (private road) 1,000 feet west of Packerland Drive.

(Ald. Brunette - District 12)

Moved by Kasha Huntowski, seconded by Stephen Larsen to:

A. Establish a TWO-WAY STOP condition on West Mason Street South Frontage Road (eastbound and westbound) at West Mason Street access 1,000 feet west of Packerland Drive, and adopt by ordinance.

B. Establish a ONE-WAY STOP condition on West Mason Street South Frontage Road (northbound) at West Mason Street 1,000 feet west of Packerland Drive, and adopt by ordinance.

C. Establish a ONE-WAY STOP condition on West Mason Street North Frontage Road (southbound) at West Mason Street 1,000 feet west of Packerland Drive, and adopt by ordinance.

D. Establish a ONE-WAY STOP condition on West Mason Street North Frontage Road (westbound) at East Campus Drive (private road) 1,000 feet west of Packerland Drive, and adopt by ordinance.

Yes: Kasha Huntowski, Stephen Larsen, Tom Buchmann, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

6. *Termination of 90-day Trial Period*: Remove the NO PARKING zone on the west side of Adams Street from a point 60 feet north of Washington Street to a point 100 feet south of Cass Street.

Moved by Tom Buchmann, seconded by Stephen Larsen to remove the NO PARKING zone on the west side of Adams Street from a point 60 feet north of Washington Street to a point 100 feet south of Cass Street, and adopt by ordinance.

Yes: Kasha Huntowski, Stephen Larsen, Tom Buchmann, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

7. *Termination of 90-day Trial Period:* Establish a DISABLED PARKING zone on the east side of Roosevelt Street from a point 165 feet north of Main Street to a point 235 feet north of Main Street.

Moved by Tom Buchmann, seconded by Stephen Larsen to establish a DISABLED PARKING zone on the east side of Roosevelt Street from a point 165 feet north of Main Street to a point 235 feet north of Main Street, and adopt by ordinance.

Yes: Kasha Huntowski, Stephen Larsen, Tom Buchmann, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

8. *Termination of 90-day Trial Period:* Establish a NO PARKING zone on the west side of Adams Street from a point 60 feet north of Washington Street to a point 250 feet south of Washington Street.

Moved by Tom Buchmann, seconded by Stephen Larsen to establish a NO PARKING zone on the west side of Adams Street from a point 60 feet north of Washington Street to a point 250 feet south of Washington Street, and adopt by ordinance.

Yes: Kasha Huntowski, Stephen Larsen, Tom Buchmann, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

9. *Termination of 90-day Trial Period:* Establish a FOUR-HOUR PARKING 7 AM TO 5 PM MONDAY THROUGH FRIDAY zone on the west side of Adams Street from a point 250 feet south of Washington Street to a point 100 feet south of Cass Street.

Moved by Tom Buchmann, seconded by Stephen Larsen to establish a FOUR-HOUR PARKING 7 AM TO 5 PM MONDAY THROUGH FRIDAY zone on the west side of Adams Street from a point 250 feet south of Washington Street to a point 100 feet south of Cass Street, and adopt by ordinance.

Yes: Kasha Huntowski, Stephen Larsen, Tom Buchmann, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

F. INFORMATIONAL.

I. Next Meeting: Monday, July 17th, 2023.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

Moved by Kasha Huntowski, seconded by Stephen Larsen to adjourn the Monday, June 19, 2023 Traffic Bicycle, and Pedestrian Commission.

Yes: Kasha Huntowski, Stephen Larsen, Tom Buchmann, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

I. Adjournment of the June 19, 2023 Traffic, Bicycle, and Pedestrian Commission meeting.

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

VERBATIM MINUTES

- And Pat Sorelle are excused. Is it working?
- I just need to find the record button. I think they might have moved it here. Okay, record on this computer.
- [Computer] Recording in progress.
- Okay, do you want to start over?
- Okay. Call the meeting to order of June 19th. Should be noted that Commissioner Sorelle and Stevens are excused. Is there motion to approve of the agenda and minutes? We can take both.
- Motion.
- I second.
- Moved and seconded. To take C and D, all in favor signify by saying aye.
- [Group] Aye.
- Nay? The ayes have it. Regular business, consideration of possible action on the report of the police department on the monthly Traffic Enforcement Unit safety plan. Lieutenant?
- Well, we do have a small issue with our traffic unit. We've got one traffic unit officer out on leave and then we've got another one who broke his hand while fighting with a suspect on duty. So he's gonna be out for a few more weeks. So we are cut in half the traffic enforcement for this last month and going into June here. So our numbers are down a little bit, but we're also having a hard time getting officers to accept the overtime to work O.W.I. task force and seatbelt enforcement. That's just part of everything that everybody's dealing with in terms of staffing and numbers, and there's plenty of overtime to go around for in other areas. So numbers are down a little bit. They're not terribly down, but you'll notice a dip in the number of traffic stops for the month, that's for sure. In terms of major accidents for the month in May, we did have the fatality at the Nitschke Bridge up on Main Street. 39-year-old woman was driving eastbound in Dousman, she drove straight over the curb off the road. She hit that area basically where the twin tower statues used to be, went right over the revetment stone and into the water. She did survive the impact. She died from the drowning. The car sank actually pretty rapidly and then she was recovered by the dive team and they were able to get a boat out there and they ended up raising the car.
- Drugs or alcohol involved?
- Alcohol was definitely a factor. She was intoxicated, had a heavy day of drinking and that's the only major injury or fatality that we had for the month. Lemme think if there's anything else. That's about it.
- Okay.

- We are seeing a little bit of a reduction now that numbers, the blocking of the frontage road over at Packerland and Mason, we're starting to see the numbers of accidents over there decline. I think there's only been one accident. Yeah, he's confirming, only one accident in that area, whereas around the same time we would've had several. So you're starting to see it on the heat map. It's still showing up as a hotspot only because it takes data from before the traffic barricades were put in place. But if you look at the data from a smaller segment from after the barricades were put in place, you're noticing that the traffic accidents are going down. So it seems like that's a good move.

- Do we know of a construction completion date on that?

- I believe it is in August or September.

- Oh, well it's coming up pretty soon.

- Yeah, I wouldn't doubt it if it's actually a little sooner. I just know that there's some equipment that's taking some time, you know, it's very standard in the industry for some of the signal equipment to come in on time.

- Okay.

- 'Cause there's going to be a rapid flashing beacon that's going to go in at the mid-block crosswalk where the new access is, right by the TC, the new TC access. So that's all the road work is in and you'll see the bases that are there, but the actual flashing units are not installed yet.

- Okay, good.

- And then I think it'll take a little bit longer for the roundabout at Trojan. I think that's next year, so.

- Okay, any questions for the lieutenant? Dan, do you have any questions?

- [Dan] Nope. Okay, is there a motion to receive and place on file the report of the Police Department?

- I'll make a motion to receive and place on file.

- I'll second.

- Okay, it's been moved and seconded. All in favor signify by saying aye.

- [Group] Aye.

- Opposed, nay. The ayes have it. Thank you. Number two. This was held over from the last minute of consideration of possible action and request by Alderman Galvin to change the two-way stop condition on Irwin Avenue and Eliza Street to a four-way stop condition. Dave, you wanna take this?

- I sure can. I don't think I have anything on this one per say. The intersection itself, I did drive through it today from I guess a motorist's perspective and putting my engineering hat on, driving through it, I did not see anything that stuck out to me that was, you know, any sort of geometric deficiencies with the intersection. Sometimes at locations you'll drive, you know, on a location where they want the stop, you know, two to four-way stop the through movement where it sometimes feels like you should stop or, you know, the volume of traffic may be more balanced and things. I didn't notice any of that. I did notice some recent trees that were removed pretty close to the intersection, which is very common. You know, we've had the emerald ash borer here kind of ravage our city quite a bit. And so it looked like actually a couple of trees from the intersection there was actually some of those removed, which actually improved the sight lines. So I don't know if the

complaint came in before or after those trees were gone, I just know that forestry is actively removing a lot of those trees. But on a cursory level, when I drove through, I didn't see anything operationally wrong, geometrically wrong. I did do a cursory evaluation of five year crash history. I did find one back in April of 2018, however, that had a speeding and impairment flags on it. And then it just says possible injury, so we can't confirm or deny necessarily an injury, but it was listed in the lowest category. So any sort of change to traffic control really would, I don't think it would've prevented such a crash like that, you know, it was the driver condition that was the number one reason for that crash. So I really don't know what to, other than that, what to provide on input. I just, it kind of seemed like a very quiet neighborhood.

- And he didn't, 'cause I live right over there, so when I saw this one I was wondering if Galvin was gonna have like their reasoning, because there are other four ways in our neighborhood really close to there. So I don't know.

- Porlier, for one.

- Yeah, so part of me is wondering if it's -

- It's one block to the north.

- Yeah, is it because there's the four way or the other way? Or they have people just kind of flying through or are people stopping anyway? 'Cause I bike and walk my dogs and I don't think a four-way would hurt. Partially just because there's other four-ways close and it's the one that isn't the four-way. So I don't know if it's just confusing people? So I was curious what he was gonna say their reasoning was.

- Yeah, no I haven't heard anything from him, nor did the communication really express any reasons behind it. You know, I mean a lot of times, I mean as you know, you know as a commission we get speeding complaints and you know, there's typically a request for stop conditions to try to calm the speed.

- Yeah, 'cause I think in both directions there's a four-way, the stops are four ways. Like if you go up to Roosevelt, that's a four-way also like right there. And so I think it's just that it's surrounded by four-ways and it's the non four-way would be my guess.

- The trouble is though, if you get too many stopping, that's when people start to speed through the stop areas.

- But the key to that, it's not necessarily the frequency, it's the number of unwarranted ones. So I don't know what's all going on at these other intersections.

- And the trees were blocking the view. So that's why part of me was kind of hoping he would be there.

- That's why I was saying earlier, I have no idea when, you know, the complainant came to the Alder. I mean obviously it's been a couple of months because this was a postponed item.

- Right.

- So it's really hard to know what the actual complaint is. It's just.

- But you haven't heard from Galvin?

- No.

- Since then?

- No.
- Is there a motion to receive and place on file?
- I'll make that motion.
- Yes, I'll second.
- Moved and seconded. All in favor signify by saying aye.
- [Group] Aye.
- Opposed, nay? The ayes have it.
- Yeah, hopefully that tree thing just takes care of it.
- Well yeah, that's a problem in a number of places unfortunately. Excuse me. Item three, initial request consideration possible action by the request of Alderman Scannell to study and remove traffic control signal at the intersection of Dousman Street and Oneida Street.
- Yes, this one is somewhat of an interesting one. It's in, many of you know about the signal that we removed a little over a year ago, which is really one intersection to the east. Now that intersection, the reason that that was removed, that actually was, that came from staff based off of a crash problem that we thought that actually the traffic signal was creating, which I think we were correct on that because since we changed to a four-way stop all the way, had some compliance issues early on, which is to be expected, the type of crash that was happening there has gone away. So, you know, it's a success story I guess you'd say. And the change of intersection traffic control, now move one intersection of the west, the one that's on the agenda tonight, that intersection actually handles less traffic than Dousman Gray did now. So when we went through all the warrants for a signal at Dousman Gray, you know, obviously that one didn't meet the warrants. So we know this one won't either. So that would definitely, and that's only one aspect though when it comes down to evaluation of intersection traffic control. One thing to note here is that the north leg of this intersection really is almost kind of like a T, it's not a T but it, you go one block to the north to Division Street and it basically dead ends right there. So you don't really have a lot of traffic coming in on the north lane, so it kind of functions as a T intersection. Looking at five year crash history, it looks to me like we've had five occur, two possible injuries, one suspected minor injury, two property damage only crashes. So for a signalized intersection, I kind of think that's more on the low side. You know, if you're only averaging one crash per year and they're all in the lower end of, you know, we're not seeing any serious injuries or anything like that added. So does that mean signal's working or not working? I mean to me it means that, yeah, if we don't have a severe crash problem that it could be helping. So that's where a study would actually prove the necessity of the signal. And we would do an evaluation to see if a four-way stop would actually keep the crash rate, I guess you'd say.
- How would you do that?
- That or lower. Well we study the type of crash. I mean I'm just giving you generic information about them.
- Okay.
- We would actually pull up the crash reports and look at the manner of the crash and see if it really would be indicative to the presence of a signal or maybe a presence of a stop sign. There's certain type, like frequency of rear end crashes, you know, you'll see that at signals. You know, when we go from a four-way to a signalized intersection, you'll usually see an uptick in rear-end type crashes, and there's others. But we look at those types of things just to see if we think that what's there is working or if what's there is maybe is contributory

towards the problem. Which is, like I said, we found it at Dousman Gray. So we don't know until we really start to dig into it.

- So you want this to go back to staff for the study?

- That's the only way we could really come up with the recommendation. At this point in time, it's cursory. At all, you know, when I look at it, I mean it does seem like we've got some pretty low volumes that a four-way would probably be able to handle it. Well and again I'm just doing a comparison to Dousman Gray. If that can handle it for the volume, this one certainly could. So I'm just strictly speaking from volumes. But you know, we look at other things as well. So yeah, the only, you really have two options at this point just to either receive and place on file the request or if you, if there's some merit behind it, which there could be, you'd have to refer staff for study.

- That's your pleasure.

- [Dan] Dave, I'm curious, can I just double check on some traffic count information if you've got it? How is the counts comparable on Gray to Oneida?

- They were significantly less. It wasn't something that was close. Obviously the Dousman Street numbers are gonna be very similar because you know, they're just one block apart. So the through traffic is gonna be similar. It is the side street traffic. I mean when you're on Oneida Street, I mean as we know Oneida Street goes through multiple communities, including Ashwaubenon where it's probably it's busiest, but once you start getting north of Mason Street, it starts to go down. And then once you get to Shawano, you know, that's where it really changes, you know, between Shawano and Dousman.

- [Dan] Yeah, I would expect them to really drop off there.

- Yeah, I mean I could actually pull up the website for DOT. We can actually look at the ADTs if we want real quick, if you're interested.

- [Dan] Yeah, I was just curious. I mean, I know that area pretty well and frankly I'm kind of surprised that there are lights there, but I've ridden up and down Dousman a number of times on my bike and it does kind of seem unnecessary, but I, yeah, I don't see a reason why we couldn't study it and prove that.

- Right, yeah. I'm pretty close here to getting the traffic counts, so let's just see what they say. And again, the numbers you see here-

- Do you have an item on the agenda you want to talk for?

- Next one.

- Next one.

- The numbers you're gonna see here are going to be ADT, so average annual daily traffic numbers.

- It's amazing technology.

- I know.

- Dousman Street and Fisk and Dousman and Oneida. Okay, so you can see Dousman right here. So between Dousman and Gray, we have 4,400 vehicles. 4,400 actually isn't all that much when it comes down to a minor arterial or a collector street. There's a lot of streets like even Gray Street right over here, you know, 3,500 not that far. I mean if you look at this number say 20 years ago and even just prior to when Dousman

interchanged with, which is now Interstate 41, this number was probably two, three times higher. It was significantly different, but once that access to 41 changed, we saw a dramatic reduction in ADT on Dousman Street. So, but as I was saying about Oneida Street, so you can see, you know, once you are, here's Lambeau Fields, so you've got 12,700 over by-

- Ooh, big jump.

- And then it reduces down half once you get north of Lombardi Avenue.

- Yeah.

- So you know, you're in that 6,000 to 7,000 range. You get up to West Mason and I guess I was wrong, it's slightly higher. It looks like 7,700.

- That's due to the schools.

- Yeah, and our shop is there, the west side shop for Public Works, and we have vehicles coming in and out of there all the time. And then here you go, once you get North of Shawano it goes down to 3,400.

- Quite a drop.

- Yeah, so you see 2,700 here, but a lot of these vehicles are coming to Reed Street up Oregon. And I think the reason you see a lot of reduction, like I said, it kind of functions like a T intersection. So you really have a trickle of traffic north of Dousman Street. So I mean I think there's definitely some warrant to look at this, you know, 'cause it's obviously a traffic signal costs money to own and maintain and they're not cheap. They definitely aren't cheap. So the electrical cost per month, knockdowns, anything that goes wrong inside the controller, you know the equipment and the technology is is not cheap, you know? So when you remove them and put in what would be appropriate traffic control, if there is any at this location, definitely could see some reduction in overall cost to the city. But at the end of the day, I don't think that should be your number one thing to look at. You know, obviously we want to make sure that the intersection is rightsized for the traffic control. So if the signal's needed, it should be there. We don't know at this point in time, so it's really up to the commission if they want to receive and place this on file or if they want staff to look at it.

- I make a motion to have the staff do the study.

- I would agree.

- Okay, it's been moved and seconded. All in favor, signify by saying aye.

- [Group] Aye.

- Opposed, nay. The ayes have it. Thank you.

- I do feel like I should mention, I know right there the intersection at the end of the T, that's 1158 for Division, I know it's just a regular stop sign over there. Would it be worth looking into one of the illuminated ones for that?

- Which location is this?

- At the, sorry I meant to say it as we were motioning, but so at Oneida and Division, there's the stop sign that's there.

- Right.

- I know if we get rid of the indicator light, that does take away some of the, you know, alertness some people might have. So looking into an illuminated stop sign right where your mouse would be.

- Right in here?

- Yeah.

- Yeah, 'cause there's a one way.

- Yep.

- I mean we reserve those, you know, any sort of attention grabbers is, you know, any sort of above the average, we really look for things like noncompliance, crashes that could be resolved by enhancing conspicuity of the device. There's a host of things I can tell you anecdotally that I've never heard of the problem at that location. I understand what you're saying, that if there's a change of intersection control at Dousman and Oneida, does that change what happens there? It could or it couldn't. There's other things that you can do like adding stop ahead signs and things like that, flagging, and measures like that rather than going to, you know, all the way up to a flashing condition. I mean, you know, some of the locations that have been used, I mean and it's, this one's actually one I wanna mention, it's not really a city one, but it's one that I know that we got calls on a lot was Wood Lane and Hazelwood. Ultimately that's a county road and the county ended up putting in a blinker. We call 'em blinker stops.

- Okay.

- And that did seem to do some improvement. I go through that intersection almost daily and there was a stopping issue there and it's a four way stop so.

- Okay.

- You know when you have a crash rate that shows that if you can enhance conspicuity, things like that. But anecdotally, you know, we don't like to just put 'em in without a study because you know, just like the signal itself, it's equipment, equipment goes wrong. I know that, you know, battery technology, although it gets better and better every year, typically in our cold climate, that's where we find the issues. 'Cause sometimes this would be a solar installation. We don't usually do a hard wire electrical installation at something like this.

- Yeah. The tree cover that was over there was really kind of throwing a flag in the head where it's like, I don't know if that would even work. But it was just one of those I know we, you know, said, you know, we voted for a study on it and it was like totally down, but I wanted to make sure I at least asked about it just 'cause I know the people at that property and yeah.

- Okay, good.

- Oh yeah, yeah. You can see that tree coverage there.

- Yep.

- So yeah that definitely would play in. I mean yes you can see 'cause then southern exposure is usually where we point those and it's pointing right at the tree.

- Yeah, exactly.

- So it might not actually be a good location then, I mean just based off of its, you know, the surroundings.

- Yep, yeah. I just would've felt remiss if I wouldn't have brought it up.
- Okay, that's okay. Number four, consideration of possible action on the request of Alderman Scannell on changing the parking availability on Cedar Street between Webster and Clay Street, particularly marking on no parking zone during the day across from the driveway from Riverside Welding and opening other spaces that are currently posted "restricted parking." I do note that we have a guest that would like to speak on this subject, but Dave, do you wanna first of all describe the situation?
- [Dan] Hey Dave, can you share your screen by chance?
- Yeah, I can do that.
- Oh, we don't want to see a video of Dan there.
- No, that that's what we're trying to get rid of, no. So let's see, share screen. I think if I just hit share and then go to I believe it's gonna be Google Earth Pro, let's try that. Can you see?
- [Dan] There you go. Thank you.
- Okay, so just to kind of give you some context, here's Webster Avenue as it crosses East River. So you have University here, you have Main Street. As many of you know, the 10 11 Club was a popular club for many years. It closed down due to a fire, but recently reopened and their parking has always been somewhat of a challenge. I know from firsthand experience, 'cause I have eaten there before, not since it's reopened, but that the parking is I believe oriented in the one way direction. So you kind of have to come in right from Cedar Street and then access the parking here. Or actually no.
- No, then exit on Main.
- Yeah and then exit onto Main Street, yeah. I don't know if that really has changed at all.
- No, I was there. It's the same.
- So that's all the same. So that may be part of what's going on. As the request itself says, Riverside Welding, which is this building, has been asking for some. Now this access right here, I was out today actually looking at this and this actually has, and maybe it'll show on here if I do a street view. Oh, boy. Oh here we go. So you can see this, no this is actually, there's grade separation here. So this is actually an old driveway, but this is elevated by, I don't know, a foot at least. So I'm not sure if this is per se the issue, but I cannot imagine how a truck could actually load there. I mean, and it was open all the way today and it looked like there was a lot of stuff in there. Well you can see here, there's stuff. So it didn't look like it was actual loading area. And looking back over this way-
- Is that street car?
- Yeah, this is an actual former rail line, probably the spur line that was abandoned.
- Oh gosh.
- Yeah, no the rail's never removed. So, but coming to the corner here then, you'll see this, actually this curb ramp here is actually relatively new and also it's replaced. But you'll see here, now instead of this being boarded up, there's an actual door here. There's a brown door here that I'm presuming now works.
- And this is the back of the restaurant?

- Yes, this is the back, the north end of that building.

- Okay.

- And then you'll see this is gonna be the access into the Ten-o-One's drive or the parking lot is right here.

- Right there is the problem, right there. This spot.

- Yeah.

- As the semis come over,

- Excuse me.

- I'm sorry.

- We haven't opened the floor.

- We have to open the floor first.

- It's just formality. So this goes in it, yeah, you can see you're correct on the one way angle here. So, and you can see there's stalls on both sides. So right now I believe the parking hasn't really changed over here. So you have a "no parking" here to corner with a left arrow on it right here. So I checked out both of these areas. So you got a little spot right here and then you got a little spot right here. And we actually put our car in there that we have, we've got an average size SUV. You can park, we were able to legally park here. It was tight, but you could fit one, I guess you'd say standard passenger vehicle in this spot while being within, you know, meeting a four foot rule for driveways. This one right here, we violated, there was no way we could fit in this one. So this is, you know, unless you're driving a Mini Cooper or a motorcycle, it's pretty much an illegal spot. Now over here, there was actually a car parked here when we showed up. So you know right now that would be available.

- This is a two-way street, right?

- Yep, it's a two-way street. Correct. And there's actually parking over here. You'll see this is a "no parking" here in the corner. So up to the stop sign over here. And then there's a two hour zone that in essence goes all the way down to Clay Street, with the exception of at this driveway there's "no parking between" signs right at the driveway. And I believe this is the primary one that Riverside Welding uses at least, you know, you can see it's more of a modern access for trucks to load and things. So you'll see the "two hour" here goes to the right or actually I should say the left. So you got a little bit of two hour parking here. This is all, "no parking" here, most likely at the request of Riverside. And then you come back over this way and I believe it's kinda tucked in these trees. Yep. And then the two hour starts back up again. And then you'll see over here we have all "no parking" along here and I believe, which one does that say? I think this one says "no parking any time" or is it here to corner? Oh, it's anytime, double arrow. So there's no parking, no parking, and then no parking here to corner. Now like I said, there's really just the one spot here that you can park. And this spot right here, I don't really recommend anyone parking and anyone that parks there if Parking comes by, they're gonna get a citation anyway.

- Because they'd be over the curb line, right?

- Correct.

- For the driveway line?

- Yeah, we have a four foot, you know, four foot ordinance citywide. You can't park four feet within a driveway.
- I guess I'm curious if you're always there, how many people are parking there anyway?
- Right here?
- Yeah, I see people, people block my driveway like during Bellin, good luck. So I don't think people always pay attention. So I don't know. I am curious to hear from our guest.
- Yeah, it'd be, yeah it would be definitely good because obviously we can only know from the request itself, that with Randy speaking on behalf of Riverside Welding. So my only presumption is that they're having an issue over here because I think they have all the restrictions in place on the north side. So my only guess is that they're having issues on the south side. I don't know what those are. Randy didn't explain what they are and he said he had to be at a different meeting tonight. So I don't know, and possibly our guest can share maybe some insight on that.
- I wonder if it has to do with semis pulling in and or out of their driveway.
- Right.
- When we were there we did see, there was a truck here, a larger box size van trying to pull in and he was waiting for some other traffic. It's actually a little busier back there than you'd think. But I mean just with all the work activity and you've got Badger Wholesale. If you continue down then obviously the Palms Cap is, it's, you know, it's a busy work commercial area. But I guess with that, I don't really have anything else I'd be interested to.
- Is there a motion to open the floor for comments by the public?
- Motion to open the floor.
- I'll second that.
- Moved and seconded. All in favor signify by saying aye.
- [Group] Aye.
- Opposed, nay? The ayes have it. Would you like to, you can come up. We're kind of informal here.
- Okay.
- Come up and sit down.
- More formal than I thought.
- Yeah, right, right. They make us follow some rules.
- Just give your name and your address for the-
- Steve Schneider 2031 Ledge Haven Court, De Pere. I own that whole block to the right. So including the Ten-o-One Club. And so I met with Randy and with Riverside and with my warehouse folks, and right now the big, the issue from Riverside is that they bring their semis out and whether they're going right or left, they

need the spot across from the driveway to turn. So when they come outta here, they turn this way and if there's a car here, it's problematic. Or if they turn here, if there's a car here, there's a problematic. And we actually took a semi out and played with it to see how much room they needed. Back up on your original thing with the loading dock, they don't use that very often, but they do use it on occasion. Yeah, yeah. So sometimes when they bring equipment in and out, you know, Riverside said maybe once every two or three months they'll bring something in or out of there. And people aren't illegally parking here right now. They said they have no issue here. They have an issue over there. From my perspective, I sort of looked at it and just said, let's start over and look at what we need and what's working and what isn't working. And from my perspective, I'm trying to push my employees out onto the street so that customers get up closer because anybody who's been there doesn't want to walk a block. So what I would like to do is, you know, and right now my employees are parking over here and sometimes customers, there's one little old lady that always illegally parks by that spot because she doesn't like getting in and out of the parking lot. I'm curious, one of the, we're repaving all of this and one of the things I'd like to do that I'd like your advice on is I would like to enter from Main and exit to Cedar because it just makes more sense to me. And I just hold my breath watching people come out, 'cause you really, there's a little, let's see where, I'm sorry I lost my bearings here.

- I wanted to show Main Street what you were talking about. So here's your parking lot right here and here's Cedar.

- Yeah, so there's now little concrete things here. So, and this tree, so there's traffic coming and you're just sort of inching out, you're in traffic before you see it. So sooner or later there's gonna be accidents here. I'd like to direct people in this way and out that way. There's, you know, 36 spots here. I would, when we repave it next month, I re-diagonal it the other way. From my perspective, and this is my operation and I may have a couple of employees that will say that they don't like parking here primarily because they want to illegally park there and they're lazy sometimes on the parking because they're supposed to be parking over here. But what I'd like to do is open this up so by Ten-o-One club people, employees can park here leaving all of this open and just make everything from that driveway to Webster no parking 6:00 AM to 5:00 PM Monday through Friday. And Riverside said that's more than they're asking for. They would be happy just with those couple of spots across the street so their semis can turn. The reason I would do the whole thing is because while nobody's complained yet, I'm anticipating it will happen because Badger pulls in there and Palms pulls in there and that's a real tough corner where there's people parked close to the corner. So, you know, my suggestion would be that from here to the alley being no parking Monday through Friday, 6:00 to 5:00 and this side as well, even though they don't have an issue here right now, because I, again, I think that when the semis pull up here and they're taking a right onto Webster, if there's a car parked between that loading area and Webster, which there's a spot there, it's rough. If I were driving the semi, well if I was driving the semi it would be rough in general. But, so, you know, I would just, you know, go from the alley. But then I'd like to open this up so that employees can park there during the day, leaving the lunch hour. And again, the overflow is on Fridays. Everybody, you know, comes for their perch plates at noon on Fridays. We're getting more of a Monday crowd now because we've opened seven days a week that, you know, so nowhere else is open on Monday generally. So, you know, we're getting that. So then that fills in. But again, I'm willing to be a team player and work with the neighborhood and just, you know, let this, you know, during the day. Now weekends is a different story. We need these parking lots on Friday and Saturday nights. But again, Riverside and Palms, they're, you know, they close at 3:00 on Friday afternoon and there's no trucks coming or going after that. So when I need those parking spots, it's fine. So yeah, that would be my ask, I guess.

- Who owns this building here?

- I do.

- I that a house?

- No, I own that.

- You do, okay

- I own this whole block.

- Oh.

- My goal is to tear this down and put 140 market rate apartments back here, tear this building down, and put a little fountain and a really cool area in there. Probably do underground parking here that would connect back up to the Ten-o-One. We're looking at a little room in the back of here and then restore these storefronts. So I'm working with Jeff Merkes and with the Mayor and stuff on opening this back up. 'Cause those old storefronts are still up there, they're just covered over with that crappy drive it stuff.

- With the apartments and everything, very cool project. Side note.

- Yeah, and you know, I talked to Ted and Jeff Miller, they own the land that Badger's on and this whole area up to Riverside and they said they didn't have a problem. Jeff said if he needed, if I felt he needed, he'd come and talk to this group as well. Probably they may move out of here at some point and Jeff and I do things together, so we may look at something across the street with the city's putting that walkway on the other side of the river, so that makes that land sort of a cool area for development.

- Is there currently anyone in those buildings? The white building?

- These buildings?

- Yeah, is there?

- Yeah, I assemble towers and fiber kits and stuff in there so we, instead of doing it out in the field, we do all our splicing inside of here. Makes it quicker and more cost effective.

- So any sort of parking restrictions wouldn't affect those people?

- No, I got enough spots right here for those people and then I got spots on Clay Street and Clay Street has parking along there. At some point I may come, there's two things in the future I might come back to the city. One is I'd like eventually to vacate this alley that's in the middle of the property. And the other thing is there's all old, you know, it makes it look like you can go into the building at these doors, but Mary Morgan Printing has closed that off for the last 30 years. I'd like to put curb back in there because people sort of park there but probably shouldn't park there because it looks like you shouldn't park there. There's a lot of, you know, uncertainty. Nobody ever gets ticketed back there. I should knock on wood because you know, nobody's probably looking back there because there hasn't been issues. Now that we have a lot more traffic there, they will be looking back there.

- But just on the side?

- But on this side.

- You can do that.

- Okay cool.

- And at the end of the day that does become the property owner's responsibility because it was a driveway section and oftentimes if things get problematic the city will actually issue you to actually close it yourself, you know, to have it done. But it is actually, just as FYI, that is something that.

- Do I have to get a permit for that?
- Yeah.
- Okay.
- Yeah, yeah.
- Cool, I'll do that.
- What's the building between Ten-o-One and the, is that that old antique place?
- Ralph's is up here. This is Link Academy. This is a school we set up.
- Oh yeah.
- Takes kids that get expelled from the public school system and gives them really intense,
- Yes.
- it's been controversial in some circles but I think they have a really good success rate, so I'm not involved in that other than renting. This is the Ralph's and there's gonna be a little woodworking shop going in here and then this is gonna be a ghost kitchen and someday I would like to run like a drive through where you can pick up food at that ghost kitchen. So there would be a couple of different venues in the ghost kitchen.
- Ralph's is closed, right?
- Ralph's is closed.
- Quick question for you. If you would re-mark that parking lot, I know you said that tree was an issue though? I mean, but if they're gonna be coming in and out, you know, let's just say it's eastbound or westbound Main Street, so it'd become a right in right out driveway access is what it becomes. 'Cause I believe that's a full blown median head on Main Street.
- Right, right, right.
- Between that car lot.
- Yep.
- So you really only have two movements that are even possible there, but the right out. So is that, that tree is yours though, correct?
- That tree is mine. It's still a green thing on the property. I'd like to keep it.
- So but I mean if indeed you would go ahead and change your parking lot configuration, and that becomes a concern, is that something you'd be willing to part with?
- I don't think I'd have to part with this, would I?
- What if there's, what if it's blocking vision of westbound Main Street? So anyone coming out of your parking lot, what if they have trouble seeing around it?

- Well they'd be coming in here.
- Yeah, they're all just coming in now.
- But they, oh so you're saying it would just be an entrance only? You would not be able to exit at all?
- I don't want an exit on Main.
- No, exit on Cedar.
- Think it's dangerous exiting on Main.
- Okay, all right.
- You're making it safer.
- Same way it is today. It's one way this way today, which, you know what I do is I go this way anyway just 'cause.
- Well yeah, it's terrible trying to get out on Main Street.
- I have a question, though.
- Yeah, even looking at it, it's got like brick bollards around it.
- Lieutenant?
- Safety eastbound of somebody turning left, not being able to turn left because traffic's backed up at the light. There's no-
- [Dan] They can't turn left.
- It's a full median.
- Oh that one's got, okay, that's the full median.
- Yeah, so you're gonna have to come from the one way.
- Okay, that makes more sense.
- There's a cut in the median here to get into the alley, but I'd like to get rid of the alley and then whatever the city wants to do with the cut here. I don't like this cut because I don't like people jumping over here.
- So here's.
- How would eastbound traffic get in there?
- They'd have to go out of their way.
- It's a full blown median. So they're, yeah, if there are any eastbound, this guy cannot turn into here.
- No.

- See I can tell you when I was there I didn't like, I like that you're switching it or want to switch it.
- Right?
- Yeah, it'd be much safer.
- It's safer. It's just common sense
- It's more intuitive too. 'Cause I think a lot of people are confused on how to get to your parking and they have to go around the block basically.
- See this is sort of, this is misleading because there's a parking with the thing here. Now we're gonna repaint this if, when we redo it because that will direct people in this way. And the second entrance in the back would allow you to come from Cedar. So if you're going eastbound, you turn left on Clay and left on Cedar and then you're able to park in the second entrance going the correct way as well.
- Okay, other questions?
- No, thank you for the detail.
- Yeah.
- I just mapped out a little bit of my proposed there to, I dunno that I have copies of this for everyone.
- I don't need a copy.
- Oops.
- Yeah.
- I think you've thought it out pretty well.
- Yeah.
- Pretty thorough from what I've seen.
- Very good presentation.
- Yeah.
- So I guess when I look at this sheet, first thing that I see is removal of the two hour zone. Is that correct?
- Yeah, I, you know, if we can remove the two hour zone in the green area, that would be helpful.
- And two hour, just so you know, the primary function of a two hour zone is just to create turnover.
- Yeah.
- You know, it's like your next step before metering, which obviously that wouldn't work here but you know, so I mean if there's a need for turnover, then you may want to reconsider keeping that time limited. If there is no concern, and it kind of sounds like you said, you know, with employees and stuff that two hour probably wouldn't work anyway. So I mean, and at the end of the day a lot of these, the two hour zones that have gone in happen on discussions like this, it's like what's gonna work best for everyone out there. And as long as you

know everyone else, you know, can play in the sandbox nice and they're all good with it, you know, that's, we don't have any issue with it than at the city level. As a matter of fact, it's less for our parking division to have to enforce.

- I think it's a great proposal.

- I do too.

- Is there a motion to approve?

- Because you talked to all the business owners.

- Can I add one thing? Oh, I'm sorry, Dan.

- [Dan] Dave, what is the exact proposal at this point? Since I'm not there and I can't see everything.

- Right, the proposal is to have no parking Monday through Friday, 7:00 AM to 5:00 PM on Cedar Street. So starting from Webster, both sides of the street. So on the north side of the street, so on Riverside Welding it would be all the way from Webster to the Main driveway, you know where that fence opening is located?

- [Dan] Yep, yep.

- And then continuing past that driveway would be all open parking. So in essence no restrictions, no signs all the way to Clay Street. And then on the south side of Cedar, it's in essence the same thing but that no parking Monday through Friday, 7:00 to 5:00 would go all the way up to that alleyway access and then past the alleyway to Clay Street would be all then unrestricted parking.

- [Dan] Okay.

- So.

- [Dan] And does it make sense though, Dave, on those couple of spots in between the driveway aprons on the south side of Cedar, does it make any sense then to actually paint those yellow just to make sure that people see that and are aware of that?

- The painting kind of like to our, on our discussion with flashing stop signs, we typically only paint when we have problems. And the thing is, is that when we start a zone like this, there's always going to be a change. You know, any change is going to create some sort of non-compliance. It's just nature of the business. So we're going to expect that. Now due to our winter climate, we try to do our best when it comes down to signing. We want the signs to be able to do the bulk of the work here for the simple fact of yellow curb is just not visible in the wintertime. So we do our best with that. If we have problems, typically after enforcement efforts don't work, then we will consider the painting. But we don't want to just come out, especially on a 90 day trial. Last thing you want to do is you put some signs out there, we come back after the 90 day trial and go, whoa, okay we need to adjust this, and all of a sudden you've got paint down. Well it's kind of hard after you got the paint down, you know, we don't want to have to go out and water blast or sand blast that off.

- [Dan] Yeah, I was gonna ask if there was gonna be a 90 day trial, so that answered it. Thank you.

- Absolutely I would recommend a 90 day trial if I could interject a couple of things here. So I want to just make sure where that alleyway access is located. I believe this is the alleyway? Yep. So and yep, okay, so that's good. That's exactly actually what we were thinking at staff level when I was out there. Even though this one spot you still can, it's, you're gonna have some vehicles, like if someone comes in with a full size Tahoe, they will be non-compliant. So I think it just makes sense to put the sign right here. We would change this sign then

with a right arrow showing that no parking 7:00 to 5:00, Monday through Friday. And then in essence get rid of these signs down this way. The only thing I would interject on the proposal at this point is possibly maybe maintaining some no parking here in corner zones. The only reason I say that is he had zero setback at all these locations. And we already heard the issue already that there is sometimes problems or concerns at coming up over this way. Now we do it by default because there's sidewalk here and a stop location. By default, 15 feet from a safety zone is a no parking zone. The only thing I'm concerned about if this becomes open parking is a blockage of that stop sign. That to an unfamiliar motorist could be problematic. And we don't want them going accidentally into a primary arterial street, which is north.

- Is the stop sign attached to the building?

- No.

- What is it? I think it's connected to this bollard. Yeah.

- Oh right behind it.

- So if this becomes no parking, you someone, if you put that 15 feet in here and they're parked here, that stop sign is restricted. I usually recommend two car lengths, which is 50 feet as a minimum so that people can see it. And to also provide fraternity movements if like, let's just say that there's, and I know you have entertainment at Ten-o-One, like let's just say that you know, something's done and everyone kind of has a mass exodus at least you know, it gives you a left and a right turn lane to get out onto Webster and see properly.

- Would you have no parking up until that warehouse door there?

- Yeah, this would probably be 50 feet I would say. Just probably put something here. We'd make sure that, you know, it wouldn't be in conflict with them trying to do some loading and things like that. And again, 50 is approximate but I would, I'm most concerned about visibility of that stop sign if there's a larger vehicle parked even 15 feet up into there.

- Okay.

- You know, which would be a legal maneuver. And that's really, we're only talking, you know, an additional space. 'Cause technically one car can't park there, but we're really looking at two. So it's a net of just losing one parking stall. That's really about it.

- Okay.

- People coming off of here, I'm probably not as concerned. I mean you have the zero setback but if someone is parked right here, I think someone making a maneuver around will see that, and you still have proper street list. So I think we'll be okay on the south side. It's just more on that north side.

- Okay.

- I'm guessing the bollard's there because of the trailing tires with semis.

- Yeah.

- Coming around the corner.

- Yeah, this is obviously here for a reason.

- That's obviously a bad corner.

- But all of that will be restricted during the day when the supplies are coming and going.

- Correct.

- So there won't be anything on either side there. You know, the more spots we can save for weekends and nights the better because you know, I mean it's 5:30-9:00 is when those spots get used in the evenings.

- Sure.

- And then Saturday and Sunday noons, which there's no trucks going through there at that time. There are also very few trucks that make the turn onto Cedar. I mean generally they're going from Pop's and Badger and Riverside to Webster. They're not making a turn to the right there. So if we can save that spot, you know, because either they're leaving their yards out to Webster or they're coming into their yards.

- Right.

- And if they're coming into their yards, they're not gonna take a right on Clay and go around the block.

- Right.

- Now this maneuver still is possible. So if there is a truck coming from say 172 and they're just taking Webster up, they still can take this maneuver. The nice thing is that you do have a skew so that sweat path of a truck is going to be, you know, lessened somewhat than if it was a standard 90 degree turn.

- Right.

- I guess, you know, and this is all in a 90 day trial so if there is problems with that, I'm sure we will hear about it within a three month period. And if that's the case we can always just, when it comes back on the 90 day, say let's install a no parking here corner and you know, it would probably be the same length as the other one. And you know, I know that least this way we can test it out. It sounds to me like you, it'll probably get used anyway. So you know, we can always try it out that way and if it's problematic then you know, we can make some changes.

- Any, oh, go ahead.

- Just one other question for Dave. Up the street, you know, next to the alley where there's that entrance, can we curb that in at some point right here? Because what I want to do is I want to create a traffic flow out here that doesn't allow people to go through here. So is this, you know, similar to the, you know, driveway on the other side of Clay where I can just put curb in here or? Because this is not the alley, this was just something from Mary Morgan Printing because I don't, I want to reconfigure this so people are, you know, forced to go the right way because right now there's a lot of confusion with this and you know, especially in winter, I just don't plow it and that prevents people from driving through it. You know, putting a curb there would be helpful to my traffic flow and it actually allows me to pick up two spaces in the parking lot.

- Right, yeah. I would contact the Community and Economic Development just to make sure, 'cause they may want to see a site plan.

- Okay.

- Just to see what you have proposed. But at the end of the day, if you want to close it off, I mean it really is, you know, it's always the addition of driveways where you have to come to us and get, you know, to get

obviously approved from multiple levels. But closing is usually easier to get done. But definitely contact six four on that and you know, something like this, I mean to me as a traffic engineer, I like seeing driveways being closed. Less access points usually means better safety.

- And we pick up a spot here as well. Two spots.

- Right, exactly.

- So it just makes sense.

- Yeah.

- Just looking at these photographs and having gone over that area a couple days ago, the whole street needs to be redone.

- You mean those rails taken off?

- They might bring a street car back someday.

- So we need two things, close the floor and then a motion.

- Yes.

- I'll make a motion to close the floor.

- I'll second.

- All in favor signify by saying aye.

- [Group] Aye.

- Close, nay. Ayes have it.

- I also make a motion for a 90 day trial for the suggestions thanks to the business owner and talking to all the other business owners of what they'd like to see.

- And thank you very much, Mr. Schneider. You did a good job and appreciate your contacting everybody around you there.

- And can I just make a clarification on that before you second, were you still interested or not in the "no parking here" corner zone for visibility of that stop sign?

- Yeah, that should probably be part of the.

- Well, whatever the-

- The map doesn't show that.

- Whatever the normal one is, yes.

- 50 feet.

- Yeah.

- Yeah, okay, so that's in addition to this.
- Okay, is there a second?
- I'll second it.
- There's a second. Any further discussion? All in favor signify by saying aye.
- [Group] Aye.
- Opposed, nay? Ayes have it. Thank you, sir.
- Thanks.
- Great job.
- Thanks.
- Okay, the next one, yuck! Can we just have a motion to approve of this? Otherwise it's gonna be a two hour discussion by David. I just, I'm trying to get you folks home by 9:00.
- Good luck going.
- These are all related to construction, right?
- Yeah, I can just show you a picture of what's going on so you see what's happening. It does sound kind of confusing, but I talked to multiple people, I'm like, man, this one's a real tough one to, to word, but I'll show you what it really is. I think I'm still sharing the screen here.
- Dan, can you see the screen okay yet?
- [Dan] I, yeah, it looks like it's frozen on that alleyway though.
- It'll regenerate.
- [Dan] Okay.
- This is the plan set for the Mason Packland project.
- Oh my gosh, that looks thrilling.
- Yeah, it is horrible.
- Signing paperwork.
- Yeah, exciting as can be.
- Dan can probably, he's seen a lot of these in his day. Yeah, I just have to find the right page. I think we're getting close. Yep, we're getting close.
- What project?

- West Mason and Packland.

- Yeah, so what you're seeing here, this is West Mason Street and this is the new right in, right out, left in access point. So this is NWTC, so it's right across from NWTC. They're reconfiguring East and West Campus Drive. This exists here, but we're taking this cul-de-sac frontage road and bringing it in to make a four lane intersection. And then, you know, like I said, this access already exists on Mason Street. It's just that we're, instead of taking this cul-de-sac and people unfortunately have to turn around, we're giving them a way to get back onto West Mason Street. And then this was built, this is actually currently open. So due to the change here you can see we got a stop bar here, a stop bar here. They stop here and they're gonna stop here and stop there. So there's a total of five signs. That's why I see eight items. A through D on here. So, cause the one, the two signs are actually one item on here. It's a two-way stop and the rest of them I think are one-way stops. So that's really what you're approving tonight. And doing that in essence, as a formality.

- You assume we're approving.

- And if you don't, I will have all the calls going directly to you, how does that sound? Because it'll be mayhem.

- For the safety of everybody working on that project, I will make a motion to approve.

- Is there a second?

- [Dan] I'll second.

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

- [Group] Aye.

- Oppose, nay. The ayes have it.

- On a 90 day trial. Actually, no, excuse me.

- That's until the project's done, I'm guessing.

- This one, yeah. We wouldn't do on a 90 day trial. So we'll move it directly to general ordinance.

- Yeah.

- Items six through nine are terminations of the 90 day period for trials. Is there any controversy on any of these?

- None of them.

- Okay, is there a motion to approve six through nine?

- Motion.

- Moved by the lieutenant. Is there a second?

- I'll second that.

- There you go.

- Just wanted to double check and make sure those were the ones I looked at.

- All in favor signify by saying aye.
- [Group] Aye.
- Opposed, nay. The ayes have it. Next meeting will be July 17th. Is there a motion to adjourn?
- I'll make a motion to adjourn.
- Is there a second?
- I'll second.
- All in favor signify by saying aye.
- [Group] Aye.
- Opposed, nay. Ayes have it. Thank you very much. Good meeting.
- One of these days I'm gonna say nay.
- No, I just wanna hang here.
- Yeah, well might be better than going out.
- Just to be on record.
- [Computer] Recording stopped.
- Okay, thank you.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

July 17, 2023

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.1

General Business: Consideration with possible action on the report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)

BACKGROUND

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

- I. 07 TRAFFIC SAFETY PLAN JUL 2023



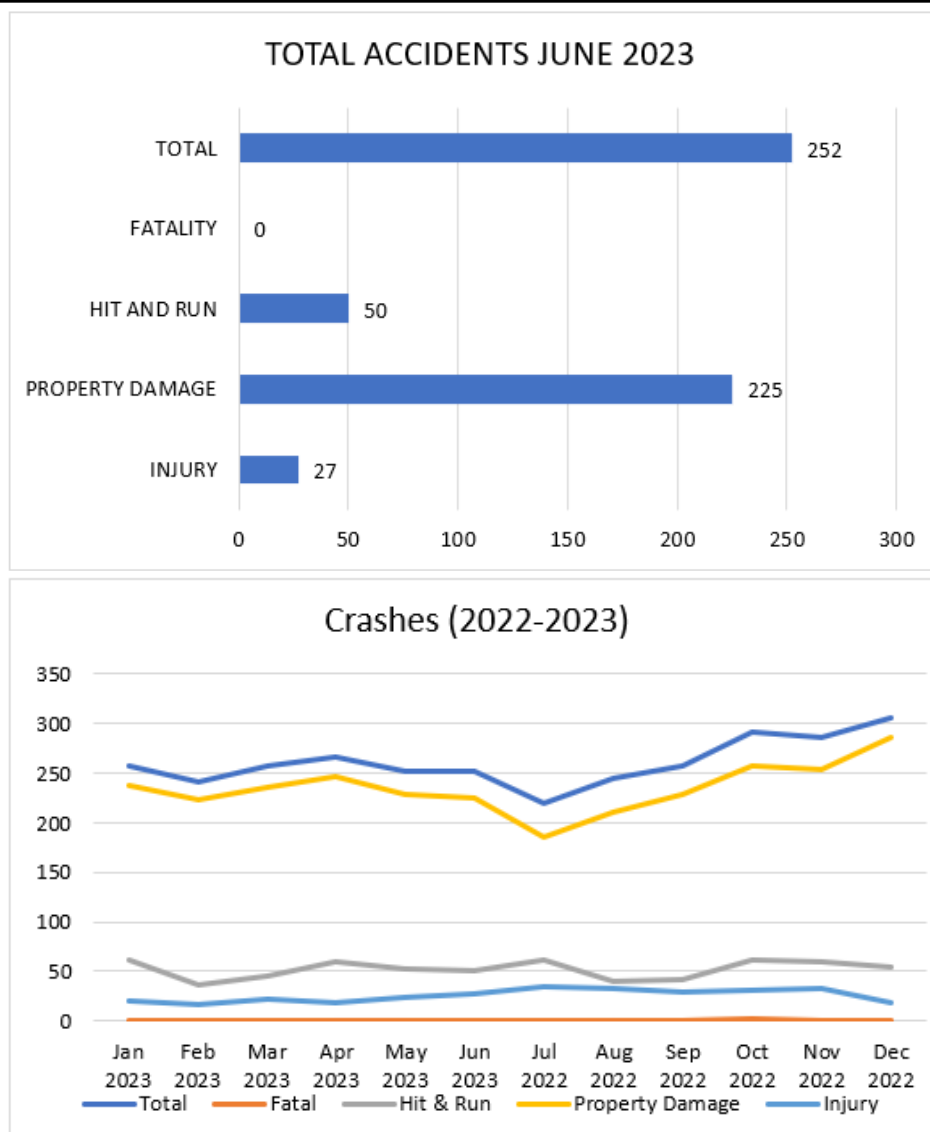
Green Bay Police Department

JULY 2023

Traffic Safety Plan

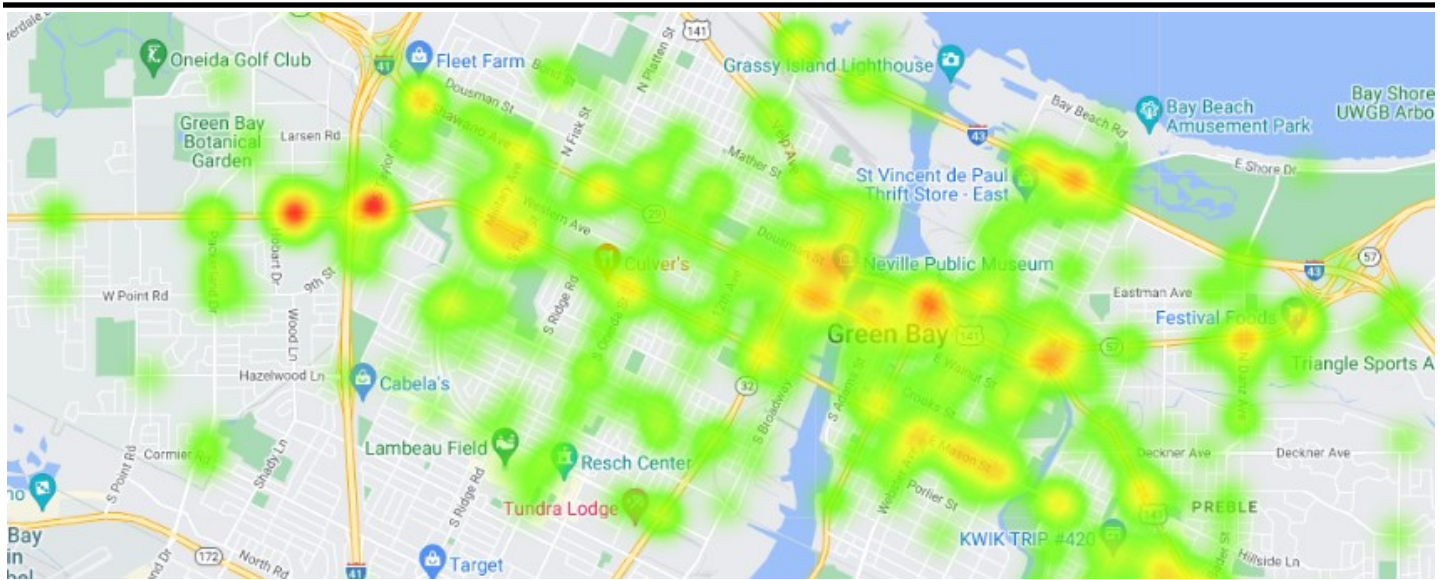
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The police department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the police department will use a data driven approach for traffic enforcement. Data analytics from crash data, citizens complaints and speed boards will be used to identify traffic emphasis areas. Each month's report will be posted on the police department's website and will be presented at each months Traffic, Bicycle and Pedestrian Commission meetings.

JUNE 2023 CRASH DATA

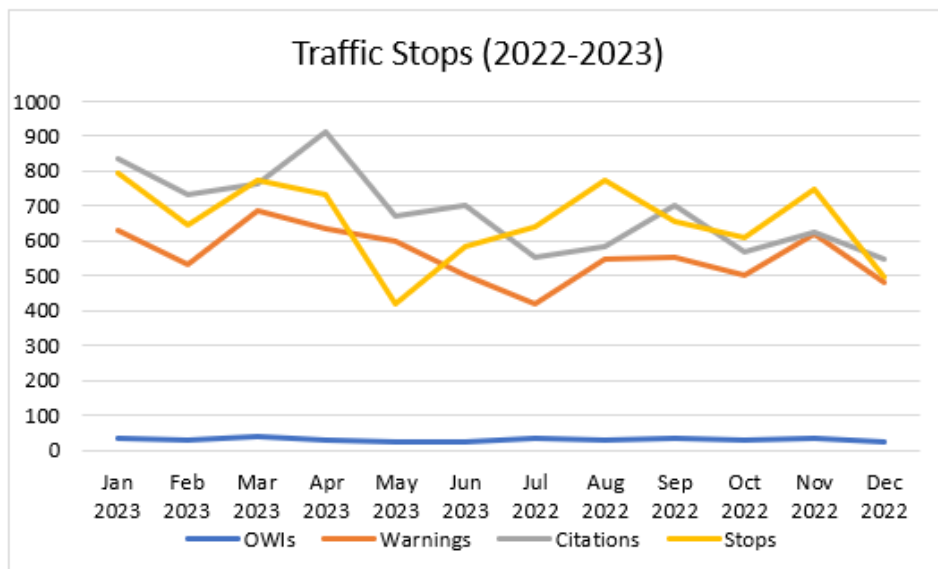
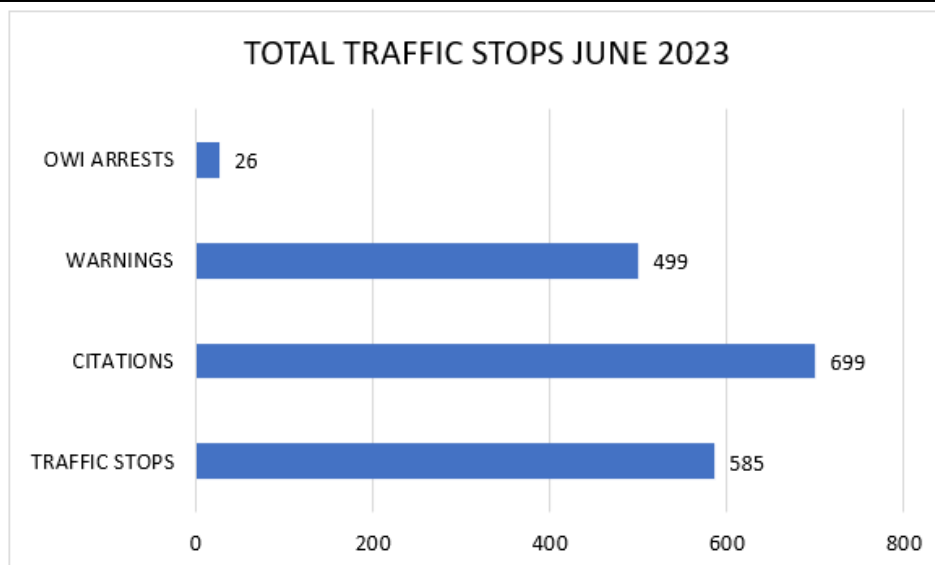


GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

JUNE 2023 TRAFFIC CRASH HEAT MAP



JUNE 2023 TRAFFIC STOPS



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

BROWN COUNTY OWI TASK FORCE

- JULY 1 DEPERE
- JULY 2 BROWN COUNTY
- JULY 15 GREEN BAY
- JULY 22 PULASKI (DURING PULASKI POLKA DAYS FESTIVAL)

CLICK IT OR TICKET SEAT BELT ENFORCEMENT

- JULY 7 HOBART/LAWRENCE
- JULY 14 ASHWAUBENON
- JULY 21 GREEN BAY

LOCAL ALOCHOL ENFORCEMENT

- JULY 8
- JULY 28
- JULY 29

SPEED ENFORCEMENT TASK FORCE

- JULY 6 ASHWAUBENON
- JULY 11 GREEN BAY
- JULY 17 HOBART/LAWRENCE
- JULY 19 BROWN COUNTY
- JULY 24 DE PERE
- JULY 27 GREEN BAY
- JULY 31 BROWN COUNTY

PEDESTRIAN/BICYCLE SAFETY ENFORCEMENT

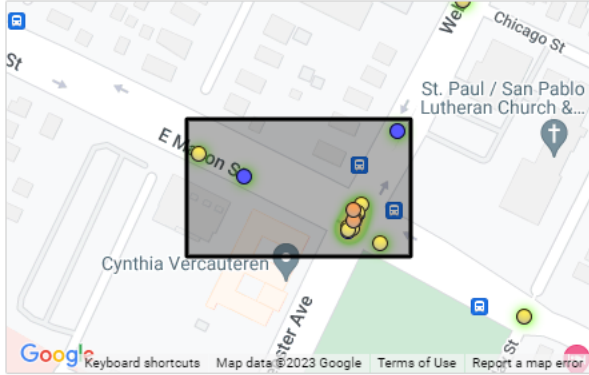
- JULY 13
- JULY 25

SAFETY REMINDER

The Green Bay Police Department would like to remind motorists that pedestrians, bicyclists and those riding personal assistive mobility device have the right-of-way in crosswalks and drivers must yield to them when they are in the crosswalks. This includes BOTH MARKED and UN-MARKED crosswalks. Marked crosswalks are the areas with white lines connecting sidewalks or paths across streets. Unmarked crosswalks are the areas where straight lines can be drawn across streets connection two sidewalks or a path, but do not have white lines connecting them. Officers will be out on several special enforcement related activities targeting drivers that violate pedestrian crosswalk laws. Please put down your phone and pay attention to people, especially during the summer hours when more people are enjoying outdoor activities.

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

ENFORCEMENT PRIORITY AREAS



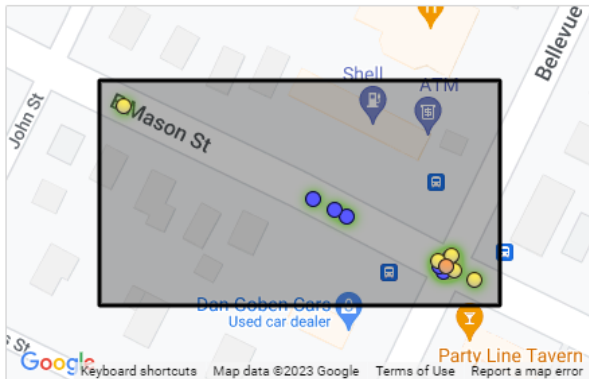
Analysis Area #1: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 17

Contributing Factors:

- Ocsp Protection (6)
- Aggressive (1)
- Teen Driver (4)
- CMV (1)
- Speed (3)
- Impaired (1)
- Bike (2)
- Pedestrian (1)
- Distracted (2)



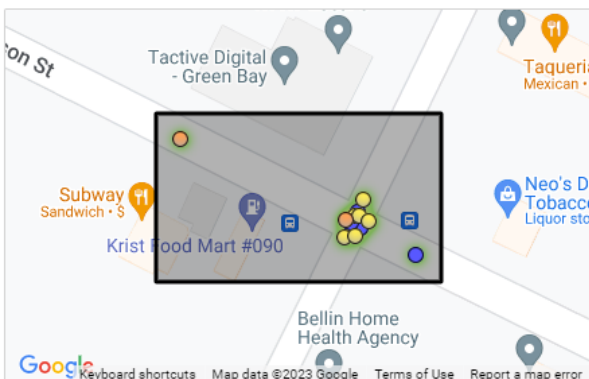
Analysis Area #3: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 13

Contributing Factors:

- Teen Driver (4)
- 65+ Driver (3)
- Ocsp Protection (2)
- Speed (2)
- Impaired (1)



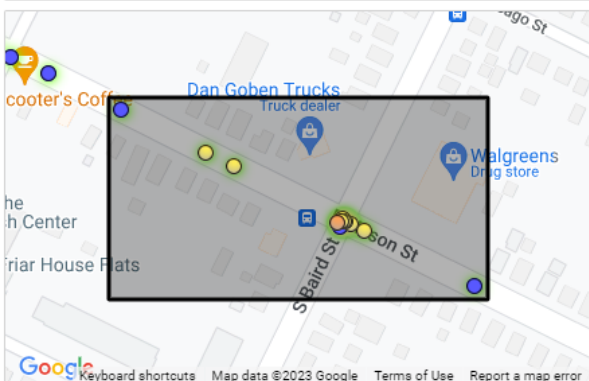
Analysis Area #4: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 13

Contributing Factors:

- Distracted (2)
- Ocsp Protection (1)
- Impaired (2)
- 65+ Driver (1)
- Motorcycle (2)
- Teen Driver (2)
- Aggressive (1)



Analysis Area #5: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 13

Contributing Factors:

- Teen Driver (5)
- Speed (1)
- Distracted (2)
- Impaired (1)
- Ocsp Protection (1)
- Pedestrian (1)

These areas are determined as the most likely to experience an injury traffic crash based on the last three years of crash data collected by the state of Wisconsin. Packerland & Mason was listed as Analysis Area #2, but since the road pattern in that area has been altered, it was excluded from this analysis until more data can be collected. In the short time the traffic pattern has been changed in the area, crashes have been reduced significantly.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

July 17, 2023

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.2

General Business: Report by the Police Department of the 2023 2nd quarter serious injury and fatal crashes.
(All Alders)

BACKGROUND

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

- I. 2023 2nd Quarter Fatal Accident Summary

2023 2nd Quarter Fatal Accident Summary

05/06/2023 6:56PM 101 MAIN ST (NITSCHKE BRIDGE/FOX RIVER) GBPD CASE #23-223803

A 39-year-old Green Bay woman was driving eastbound on Dousman St. near the Neville Museum, about to get onto the Ray Nitschke Memorial Bridge, when she veered off the road to the right, jumped the curb drove over the grass and the revetment stone and directly into the Fox River. The vehicle sank quickly and the car and body of the driver (and only occupant of the vehicle) were recovered by the Green Bay Police Department Dive Team. The cause of death was determined to be drowning as a direct result of the car crashing into the river and sinking. Alcohol was a factor in this incident. No other vehicles were involved.

4/18/2023 1:13PM W. MASON ST./16TH AVE. GBPD CASE #23-220309

A 73-year-old Green Bay woman was crossing W. Mason St. on foot near 16th Ave. when a speeding car traveling Eastbound on E. Mason St. struck the woman. The pedestrian went up over the hood of the car and landed on the street. CPR was started by bystanders as the woman had no pulse, but the rescue efforts were unable to save the pedestrian. The car never stopped and fled the scene. It was found by a Green Bay officer several blocks from the scene. The vehicle stopped for police and the driver was arrested for homicide by intoxicated use of vehicle and several other charges. The driver was a 23-year-old Green Bay man who had been drinking at the casino all day.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

July 17, 2023

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.3

Initial Request: Consideration with possible action on a request by the Department of Public Works that the city enter into an agreement with Imperial Supplies for their request to install a Rectangular Rapid Flashing Beacon (RRFB) system on Madison Street. (Alds. Scannell and Johnson - Districts 7 & 9)

BACKGROUND

Imperial Supplies contacted the City requesting a pedestrian crosswalk between the Pine St Ramp and their headquarters located on N Madison St, as some of their employees felt unsafe crossing the street, especially since the parking ramp has ingress and egress points near where pedestrians cross the street. The City has agreed to construct a midblock crosswalk and install a button-activated rectangular rapid flashing beacon (RRFB) system to allow for safe pedestrian crossings. Since the need for the RRFB is derived from the company's pedestrian traffic, the costs to install and maintain the RRFB will be the responsibility of Imperial Supplies. The attached agreement needs approval by both parties.

RECOMMENDATION

Approve

FISCAL IMPACT**ATTACHMENTS**

- I. E.3. - DRAFT 2 Agreement - RRFB Imperial Supplies

AGREEMENT FOR NORTH MADISON STREET MIDBLOCK PEDESTRIAN CROSSING

This Agreement is entered into this _____ day of _____, 20____, by and between the CITY OF GREEN BAY, a municipal corporation (hereinafter CITY), and IMPERIAL SUPPLIES LLC (hereinafter IMPERIAL SUPPLIES), collectively referred to as the Parties.

WHEREAS, IMPERIAL SUPPLIES has requested the CITY to install a solar-powered Rectangular Rapid Flash Beacon system (hereinafter RRFB) at a midblock pedestrian crossing of NORTH MADISON STREET at the IMPERIAL SUPPLIES employee entrance, Green Bay, Wisconsin.

NOW THEREFORE, in exchange for the mutual obligations and covenants contained herein, together with other good and valuable consideration, the exchange of which is acknowledged, IT IS HEREBY AGREED AS FOLLOWS:

1. The CITY shall construct an RRFB at a midblock crosswalk of NORTH MADISON STREET at the IMPERIAL SUPPLIES employee entrance, located in the City of Green Bay, Wisconsin.
2. The CITY shall construct and install the RRFB system and new midblock crosswalk.
3. IMPERIAL SUPPLIES shall reimburse the CITY for all costs associated with RRFB and midblock crosswalk construction.
4. The CITY shall perform all maintenance and repair to, and replacement of, the RRFB equipment as becomes necessary from time to time.
5. IMPERIAL SUPPLIES shall reimburse the CITY for all such maintenance, repair, or replacement costs.
6. IMPERIAL SUPPLIES shall assume responsibility for all electrical utility bills associated with the RRFB, if ever it is converted from solar to electric utility provided power.
7. IMPERIAL SUPPLIES further agrees that all reimbursement to the CITY shall be made in a timely manner. Failure to timely remit reimbursement to the CITY may result in termination of this Agreement. As used in this Agreement, "timely" means within thirty (30) days of invoice receipt by IMPERIAL SUPPLIES.
8. IMPERIAL SUPPLIES hereby agrees to indemnify, defend and hold harmless the CITY, its elected and appointed officials, officers, employees, agents, representatives and volunteers, and each of them, from and against any and all suits, actions, legal or administrative proceedings, claims, demands, damages, liabilities,

interest, attorneys' fees, costs and expenses of whatsoever kind or nature in any manner directly or indirectly caused, occasioned, or contributed to in whole or in part or claimed to be caused, occasioned, or contributed to in whole or in part, by reason of any act, omission, fault, or negligence, whether active or passive, of IMPERIAL SUPPLIES or of anyone acting under its direction or control or on its behalf, even if liability is also sought to be imposed on CITY, its elected and appointed officials, officers, employees, agents, representatives and volunteers. The obligation to indemnify, defend and hold harmless the CITY, its elected and appointed officials, officers, employees, agents, representatives and volunteers, and each of them, shall be applicable unless liability results from the sole negligence of the CITY, its elected and appointed officials, officers, employees, agents, representatives and volunteers. IMPERIAL SUPPLIES shall reimburse the CITY, its elected and appointed officials, officers, employees, agent or authorized representatives or volunteers for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. In the event that IMPERIAL SUPPLIES employs other persons, firms, corporations or entities (sub-contractor) as part of the work covered by this Agreement, it shall be IMPERIAL SUPPLIES' responsibility to require and confirm that each sub-contractor enters into an Indemnity Agreement in favor of the CITY, its elected and appointed officials, officers, employees, agents, representatives and volunteers, which is identical to this Indemnity Agreement. This indemnity provision shall survive the termination or expiration of this Agreement.

9. IMPERIAL SUPPLIES shall provide the City of Green Bay with a certificate of insurance on a form approved by the City of Green Bay showing that IMPERIAL SUPPLIES has adequate liability insurance as required by City of Green Bay. The certificate of insurance shall give evidence of General Liability insurance with bodily injury limits of at least \$1,000,000 per occurrence and \$1,000,000 aggregate, and proof of Workers Compensation and Employers Liability insurance with limits meeting statutory requirements. The workers' compensation policy is to be endorsed with a waiver of subrogation. The insurance company, in its endorsement, agrees to waive all rights of subrogation against the City, its officers, officials, employees and volunteers for losses paid under the terms of the policy that arises from the work performed by the named insured for or on behalf of the City of Green Bay. Such insurance shall name the City of Green Bay as additionally insured and shall not be cancelled or reduced without 30 days prior written notice thereof to the City Clerk. Such notice shall suspend the Agreement until a new certificate complying with this subsection has been filed with the City Clerk. The insurance limits stated herein may be updated from time to time by the City of Green Bay Common Council without approval of the IMPERIAL SUPPLIES. Cancellation or reduction of insurance shall automatically terminate this agreement.
10. CITY or IMPERIAL SUPPLIES may terminate this Agreement for any reason upon written notice to the other party. Upon termination of this agreement for any reason, IMPERIAL SUPPLIES shall at their sole cost and expense, remove the OBJECT(S) and restore the right-of-way to the satisfaction of the Department of Public Works Director or their designee.

11. This Agreement will be constructed and interpreted in accordance with the laws of the State of Wisconsin, notwithstanding any conflicts of laws provisions.
12. This Agreement constitutes the Parties' complete agreement and may only be modified, amended, or added after the date of this Agreement by a written instrument executed by both Parties, except as otherwise provided herein.
13. Neither Party may assign its rights or delegate its obligations under this Agreement without the prior written consent of the other Party.
14. If any provision of this Agreement or the application thereof to any persons or circumstances shall, to any extent, be invalid or unenforceable, then the remainder of this Agreement or the application of such provision, or portion thereof, and each provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.
15. Nothing of this Agreement is intended nor may be construed to create between CITY and IMPERIAL SUPPLIES either an employer/employee, joint venture, landlord/tenant, or any other similar relationship. No agent, employee or representative of either Party shall be deemed to be an agent, employee or representative of the other Party. Neither Party shall have the authority to act for or on behalf of the other Party to bind the other Party without the express written approval of the other Party.
16. Any and all notices which either Party may give hereunder shall be in writing and delivered by registered or certified mail, return receipt requested, or by personal delivery, or by first class mail postage prepaid. In the case of first-class mail, postage prepaid, delivery shall be deemed to have been accomplished two (2) days after deposit of the notice in the mail. Until written notice is delivered to the other party of a change in address, the addresses set forth below shall be presumed to be current:

If to City of Green Bay: Director of Public Works

100 North Jefferson Street-Room 300 Green Bay, WI 54301-5026

If to IMPERIAL SUPPLIES:

IN WITNESS WHEREOF, the CITY OF GREEN BAY and IMPERIAL SUPPLIES have executed this agreement this _____ day of _____, 20____, and hereby agrees to become bound by all provisions hereof.

IMPERIAL SUPPLIES

X _____

Print or type name and title above

X _____

Print or type name and title above

STATE OF WISCONSIN)

) SS.

_____ COUNTY)

Personally came before me this ____ day of _____, 20____, the above named _____, to me known to be the person who executed the forgoing instrument and acknowledge the same.

X _____

(Print or Type name of notary above)

Notary Public, _____ County, Wisconsin

My Commission Expires: _____

CITY OF GREEN BAY

X _____
Eric Genrich - Mayor

X _____
Celestine Jeffreys - Clerk

STATE OF WISCONSIN)

) SS.

BROWN COUNTY)

Personally came before me this _____ day of _____, 20____ the above named Eric Genrich – Mayor and Celestine Jeffreys – Clerk, to me known to be the person who executed the forgoing instrument and acknowledge the same.

X _____

(Print or Type name of notary above)

Notary Public, _____ County, Wisconsin

My Commission Expires: _____

This instrument drafted by:

David J.A. Hansen, P.E., PTOE – Traffic Engineer

EXHIBIT A



Looking North



Looking South



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

July 17, 2023

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.4

Initial Request: Consideration with possible action on the request by Ald. Johnson to establish a 4-WAY STOP condition at the intersection of Howard Street and Hazel Street. (Ald. Johnson – District 9)

BACKGROUND

The existing intersection traffic control is a 2-WAY YIELD condition where northbound and southbound traffic (Hazel St) yields for eastbound and westbound traffic (Howard St). In October 2022, Ald. Johnson emailed stating there have been a few intersection crashes and neighborhood speeding complaints on Howard St.

Looking back five years, there have been four crashes:

1. 6/6/23, no time or weather/pavement information, suspected minor injury, distracted driver.
2. 1/27/21, 2:05 pm, snow/ice, property damage, no injury/fatality, speed (too fast for conditions) and 65+ driver, SB motorist failed to yield and struck WB motorist
3. 5/8/20, 5:08 pm, hit and run, property damage only, SB motorist failed to yield and struck WB motorist
4. 10/6/19, 12:29 pm, dry/clear, suspected minor injury (1), no seat belt, SB motorist failed to yield and struck WB motorist, hit and run, struck motorist cited for operating while revoked

The southbound intersection sight distance on Hazel St looking east and west onto Howard St is somewhat obstructed with mature terrace trees and a wood utility pole. It is unlikely that a multi-way STOP condition is warranted or needed. Rather, since about one crash per year has been occurring, changing the existing YIELD signs to STOP signs could reduce the number of crashes at the intersection. Adding STOP signs on Howard St will likely increase midblock speeds, especially since there are two STOP conditions east of Howard St at Oakland Ave and at Ashland Ave and one block west of Howard St at 12th Ave resulting in three STOP signs in a row, and four in a row if one were installed at Hazel St. Motorist frustration may increase and may result in them driving through STOP signs if there were four in a row. STOP signs are not to be used for speed control per Federal Code.

The normal progression of intersection traffic control is from 2-WAY YIELD to 2-WAY STOP to 4-WAY STOP to a traffic signal/roundabout. Skipping the 2-WAY STOP is not recommended. Given the crash history and the limited sight distance at the intersection, removing the existing 2-WAY YIELD condition and establishing a 2-WAY STOP is recommended.

RECOMMENDATION

That, on a 90-day trial, to:

- A. Remove the 2-WAY YIELD condition on Hazel Street at Howard Street.
- B. Establish a 2-STOP condition on Hazel Street at Howard Street.

FISCAL IMPACT

ATTACHMENTS

1. 2023-07-10 Dist 9 to TBP
2. E.4. - 4-WAY STOP Request Hazel-Howard

From: noreply@civicplus.com
To: [Celestine Jeffreys](#); [Eric Genrich](#); [Amaad Rivera](#)
Subject: Online Form Submittal: Alders' Petitions and Communications
Date: Friday, July 7, 2023 5:30:09 PM

Alders' Petitions and Communications

Name	Brian Johnson
Committee Name	Traffic, Bicycle, and Pedestrian Commission
Text of Communication	For consideration and possible action to install a 4-way stop condition at the intersection of Howard and Hazel.

Email not displaying correctly? [View it in your browser.](#)



Southbound
Hazel St at
Howard St
looking East



Southbound
Hazel St at
Howard St
looking
West



Northbound
Hazel St at
Howard St
looking
West



Northbound
Hazel St at
Howard St
looking East