MINUTES OF THE TRAFFIC, BICYCLE & PEDESTRIAN COMMISSION

MONDAY, APRIL 16, 2018, 5:30 PM
CITY HALL, ROOM 207

A. ROLL CALL.

1. MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Barbara Dorff, Lieutenant Brad Strouf, Charles Karow, Brighid Riordan, and Ray Smith.

Brad Strouf, Charles Karow, Barbara Dorff, Matt Kuepers, Daniel Theno, Excused: Ray Smith, Brighid Riordan

B. APPROVAL OF THE AGENDA.

1. Approval of the agenda.

It was recommended to take the items in the following order: A1, B1, C1, D6, D1-D5, D7-D10, E1, F1, and H

Moved by Alderperson Barbara Dorff, seconded by Commissioner Daniel Theno to approve of the amended agenda. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

C. APPROVAL OF MINUTES.

1. Approval of the minutes from the March 19, 2018 Traffic, Bicycle, and Pedestrian Commission meeting.

Moved by Commissioner Daniel Theno, seconded by Alderperson Barbara Dorff to approve of the minutes from the March 19, 2018 Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

D. NEW BUSINESS.

1. *General Business:* Report by the Police Department of the 2018 1st quarter serious injury and fatality crashes. **(All Alders)**

Moved by Commissioner Charles Karow, seconded by Alderperson Barbara Dorff to receive and place on file the 2018 1st quarter report of serious injury and fatality crashes. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

2. *Initial Request:* Consideration with possible action on the request by Ald. Dorff and Ald. De Wane to do a sidewalk study to have sidewalks installed on East Mason Street from Main Street to the I-43 Business Park on both sides of the street. **(Ald. Dorff - District 1 and Ald. De Wane - District 2)**

Moved by Alderperson Barbara Dorff, seconded by Commissioner Daniel Theno to refer to staff for consideration in the upcoming Safe Routes for Non-Drivers Plan to do a sidewalk study to have sidewalks installed on East Mason Street from Main Street to the I-43 Business Park on both sides of the street. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

3. *Initial Request:* Consideration with possible action on the request by Ald. Steuer to study the traffic signal timings at Clement Street & University Avenue and at Riviera Lane & University Avenue. **(Ald. Moore – District 6)**

Moved by Commissioner Charles Karow, seconded by Commissioner Daniel Theno to receive and place on file the request to study the traffic signal timings at Clement Street & University Avenue and at Riviera Lane & University Avenue. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

4. *Initial Request:* Consideration with possible action on the request by Ald. Moore to establish designated loading zones and delivery hours for downtown businesses and to seek input from Downtown Green Bay Incorporated (DGBI) and local business owners. **(Ald. Scannell – District 7 and Ald. Zima – District 9)**

Moved by Commissioner Daniel Theno, seconded by Alderperson Barbara Dorff to receive and place on file the request to establish designated loading zones and delivery hours for downtown businesses and to seek input from Downtown Green Bay Incorporated (DGBI) and local business owners and that a similar request not be made unless a specific complaint is brought forward for consideration. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

5. *Initial Request:* Consideration with possible action on the request by Ald. Zima on behalf of area residents to establish a 4-WAY STOP condition at South Norwood Avenue and Victory Boulevard. **(Ald. Zima – District 9)**

Moved by Alderperson Barbara Dorff, seconded by Commissioner Daniel Theno to receive and place on file the request on behalf of area residents to establish a 4-WAY STOP condition at South Norwood Avenue and Victory Boulevard. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

6. *Initial Request:* Consideration with possible action on the request by Ald. Steuer to install a red blinker STOP sign on westbound Mather Street at North Locust Street due to concerns of safety and traffic flow. **(Ald. Steuer – District 10)**

Moved by Alderperson Barbara Dorff, seconded by Commissioner Daniel Theno to receive and place on file the request to install a red blinker STOP sign on westbound Mather Street at North Locust Street due to concerns of safety and traffic flow. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, No- None, Abstain- Matt Kuepers

7. *Referred Back From Study:* Consideration with possible action on the request by Ald. Sladek to discuss measures to improve pedestrian safety for crossing Packerland Drive at the intersection with He-Nis-Ra Lane. **(Ald. Sladek – District 12)**

Moved by Commissioner Daniel Theno, seconded by Commissioner Charles Karow to receive and place on file the request to discuss measures to improve pedestrian safety for crossing Packerland Drive at the intersection with He-Nis-Ra Lane. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

8. *Referred Back From Study:* Consideration with possible action on the request by Ald. Moore to study pedestrian safety issues at Green Bay Packaging on Radisson Street. **(Ald. Moore – District 6)**

Moved by Alderperson Barbara Dorff, seconded by Commissioner Daniel Theno to receive and place on file the request to study pedestrian safety issues at Green Bay Packaging on Radisson Street. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

9. *90 Day Trial Terminations:* Remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

Moved by Commissioner Daniel Theno, seconded by Commissioner Charles Karow to remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

10. *90 Day Trial Terminations:* Establish a NO PARKING BUS LOADING ONLY 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

Moved by Commissioner Daniel Theno, seconded by Commissioner Charles Karow to establish and adopt by ordinance the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road . Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

E. INFORMATIONAL.

1. Report by the Traffic Engineer about Multi-Jurisdictional Bicycle & Pedestrian Crosswalk

Enforcement Day on Wednesday, May 9. **(All Alders)**

Moved by Alderperson Barbara Dorff, seconded by Commissioner Charles Karow to receive and place on file the report by the Traffic Engineer about Multi-Jurisdictional Bicycle & Pedestrian Crosswalk Enforcement Day on Wednesday, May 9. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

F. NEXT MEETING DATE

1. Monday, May 21, 2018, at 5:30 P.M. in Room 207.

G. PUBLIC HEARINGS

H. ADJOURNMENT

Moved by Commissioner Daniel Theno, seconded by Commissioner Charles Karow to adjourn. Motion carried.

Yes- Barbara Dorff, Brad Strouf, Charles Karow, Daniel Theno, Matt Kuepers, No- None, Abstain- None

VERBATIM MINUTES

- Save, I assume.

- So I'm recording there, got audio here, and I did the set time on this so.

- And then press save.

- Now I go, what?

- There we go and then the agenda pops up.

- We're gonna start the meeting.

- Yeah this little kick stand thing that's

- All right Matt, we're ready.

- Looks like we're all present and ready.

- Oh they did.

- Don't break it.

- Now I broke it for 'em I'm sure.

- Way to go.

- There's a little thing there.

- That popped.

- Okay.

- We ready? Okay, let's call to order the meeting of the Green Bay Traffic, Bicycle, Pedestrian Commission meeting for Monday April 16th, 2018. Approval of the minutes.

- So we have roll call first, so just checking to make sure. It looks to me like we have everyone here, so Barb, present, Brad, Chuck, Dan and Matt, with Bridget and Ray not being here. All right, now we're ready for,

- Approval of the agenda.

- So can a person say that or do I have to, if I wanna make a motion do I have to put something on the screen here?

- Gotta have the fast finger first.

- So then you make a motion, and then you vote.

- Move approval of the agenda.

- We wanna move one item up for Mark, Alderman Steuer, if we can.

- Oh okay.

- Okay which one?

- The request is that we move item,

- Six.

- Item six, first.

- So approval of the agenda, you said as modified. So in essence we're taking Alderman Steuer's item which is,

- Item six.

- Do I need to make it a motion to amend the agenda?

- Yes.

- I'd like to move to amend the agenda to have item six come after.

- Motion's been made is there a second?

- Second.

- All those in favor?

- Aye.

- Motion carries. Somebody want hit of approval of the agenda then?

- Do we have to vote?

- Yeah you could maybe, with something like this you can,

- So you're still gonna move to,

- Yeah, you gotta say yes or something.

- Approval of the minutes.

- Approval of the agenda.

- So then,

- Get a yes?

- We all said yes, so I can just mark all those yes.

- Okay. Yeah, and then save as passed.

- Okay.

- Oh okay.

- All right, so then now the next item is, so then this.

- Approval of minutes?

- Do you hear a motion?

- I think technically we have to, we still technically have to approve the agenda.

- Right.

- Okay. We haven't done that yet. We approved amending it, but now we need to approve the agenda. So you make a motion to approve the agenda. You don't have to touch anything.

- Actually I think we kinda went through that. I think what you did is approve the amended agenda, right?

- Oh, okay.

- Okay, however you wanna do it.

- Yeah.

- That's fine. That's now how we usually do it but.

- It's not all the same, that's what I mean.

- Okay, we're at what?

- Approval of the minutes.

- Approval of the minutes.

- Move approval of the minutes.

- Second.

- Motion made and second, all in favor?

- Aye.

- Motion carries. So now you gotta click on approval of minutes.

- Yeah I'm just voting for you actually on these.

- Well we voted verbally, but we don't need to vote on this?

- No, because in the system when you vote verbally, they're just saying he's gonna mark all as yes. Just to keep it going faster, because you guys go faster than what this thing is, so it's,

- Okay.

- But during, I think during the council meeting, that will be different.

- I think so too.

- They will make you do that, yeah.

- We'll have to vote on everything.

- It's, yeah, exactly.

- Okay so now we're on approval of minutes.

- Number six? Request by Mark.

- Okay, now we're on item D1.

- Which one do you wanna do? Mark's item?

- We moved six up, so that should say six.

- Oh.

- Six.

- Okay, so now I'm all set current.

- Yep.

- Okay. All right, we are on--

- Ready for new business?

- D6.

- Under new business, item six, initial request, consideration of possible action request by Alderman Steuer to install a red blinker stop sign on westbound Mather Street at North Locust Street due to concerns of safety and traffic flow.

- Okay.

- Who would you like to go first? Alderman Steuer?

- [Mark] Okay, thank you Chair, thank you committee. Nice to see you all. Alderman Steuer, District 10. Boy, I'm going back in time now, but in January eighth, 2013, I believe, was that 13 or 12?

- I think it was 12. Are you talking about that one crash?

- [Mark] Yes. There was a crash on Mather and Locust, it's a T intersection and the people were altered. So it was kind of a freak accident, but they ran right through the stop sign, and plowed headlong into a house, knocking the house completely off its foundation. Nobody got hurt, amazingly. But anyhow, there's a new home that is being built, in fact, I thought Cora was gonna be here today, but, she works with the Habitat for Humanity. They're building a new house and she has concerns about traffic along that stretch of Locust. Locust and Platten are two very long roads and there's a tendency for traffic to speed a little bit along there. Dave, you know Engineer Hansen and I looked at a study recently, about a year ago, maybe year and a half. Where it looked at Locust and Platten trying to understand speeds and traffic flow and all that good stuff. Well the fact is there is a stop sign at Mather, but as far as Locust that's pretty much a straight shot. Her concern, she came to me was that, and it sounded to me like she was talking to neighbors but I haven't gotten a whole lot back from her on this, I'll be honest. I think she was thinking that if there was a potential to maybe put a flashing stop sign at Mather that that might help alleviate the situation as far as traffic. That's on Mather, however. Traffic generally isn't going as fast on Mather, I think. So her take was that she would like to see a stop sign maybe with more of a visual, you know, an electric type board if you will. And I was talking to Dave Hansen about this. And he was saying that there really aren't a whole lot of those in the city, correct?

- Correct.

- [Mark] I think one of the issues that I have is that the neighbors around there would have to see this all the time, you know, it'd be just flashing. And there's a number of duplexes around there. Mostly renters let's say on either side of Mather. Then single family homes pretty much along Locust. You know, I told her I would bring this forward, but you know, Dave and I actually, Dave Hansen and I actually went on to this intersection, we kinda drove it, and looked at it and we discussed it, and I, I trust his judgment on a lot of these matters. But I wanted to bring it forward and just see if there was some thoughts as far as how to handle a situation like this. I think the fact is that it was a one, it was a real freak accident. I mean the person was altered and they ran through a stop sign, missed two trees by inches and plowed into a house, so how often does that happen?

- Mr. Chair, can I ask a question?

- Yes.

- So the person was what?

- Altered. Drunk, high.

- Okay so it had nothing to do with the stop sign. It had to do with the condition of the driver?

- [Mark] Right, right, exactly. So I'm just saying there are many many T intersections in this community, so it was just the luck of the draw.

- So, it was just,

- Yeah exactly, so,

- But is that the reasons she's giving for wanting a stop sign with a flashing light?

- [Mark] I guess, you know I've talked to her several times and I thought she would be here tonight, but she's not here. The thought would be that there was, because traffic flows pretty, fairly quickly, more quickly on Locust than on Mather, you know, I didn't really fully understand her motion at first, I thought she was looking to maybe have a stop sign on Locust. You know, have it there. But she pretty much was talking about a flashing light.

- There is a stop sign on Mather right now.

- There's already a stop sign, she wants a flash.

- But it's a flash. Like a flashing light to say, look you need to stop.

- Advanced warning.

- I dunno. I brought it forward and Dave if you wanna speculate or talk on this too, I'm fine with that.

- Is the concern more that someone'll hit the house again? 'Cause the stop sign, it's a T intersection, have a double headed arrow would be more appropriate on the far side than a stop sign flashing. 'Cause you already got a stop sign there, it's a T intersection.

- So you're saying that, what would you put then? I mean if--

- He's referring to what we call a night arrow.

- A night arrow?

- Yeah.

- I mean it's a big sign in somebody's front yard, but there's one on South Point and West Point at Lombardi.

- You know,

- I'm looking, if I could respond real quick to that? Our policy on using night arrows, and I don't know if it's different than DOTs but, we normally do not use night arrows when we have stop conditions one block away. We think of a night arrow as being in an area where someone's driving a long time without stops. So your example's actually perfect. South Point, West Point, where it T's into it. You're driving for a while along South Point without any stops and then there's a T intersection. But this one's a little bit different because at Platten Street, you also have a stop condition. So as motorists are west bound, say from the downtown area and they're coming there, and they hit Platten, they're stopping then they go one more block and it's another stop at a T. So that's a situation where we would say probably night arrows, probably way above what you really need. Because it's obvious to the motorist what's about to occur. You can see that stop sign. As a matter of fact, that stop sign is probably what, two, three months old I think Mark? You had brought this forward as an email earlier and so I went out to the site and looked at it. And I thought well, you know, I looked at the condition of the stop sign, which looked like it was in pretty decent shape, but at the same time, I'm like, let's just put a brand new one there and make sure it's as bright as can be

under night time conditions and is visible during the day as well. And then we also replaced the name of the street signs on top of 'em. So they were actually the smaller style before, and now we have the nine inch style, name of the street signs, which are actually quite large. The reason that we wanted to do that was well A, that is our new standard, and B that even draws more attention to the intersection.

- [Mark] Well, I'm just looking at the safety issue there. And maybe it's being manufactured a little bit, but I think the fact that the property was vacant. I think, in fact, if I'm not mistaken, somebody mentioned that there was another accident at that house some years even before that. I can't bring that forward, but the one accident definitely did happen. And like I said, there's all sorts of accidents that happen throughout a community and there's a lot of T intersections. So I told her I'd bring this forward, talk about it. I don't know, you know if you put a stop sign on Locust, I mean, David where are, I'm trying to think where the previous stop sign is south of Locust. I think isn't it kinda long.

- I think it's at Bond, isn't it?

- [Mark] Is it Bond? So that might be, that'd be one block, right?

- So yeah then again, you got one block.

- [Mark] Right, but then of course you got Bond and then all the way, it's a pretty straight shot all the way up toward Velp. There might be, I think there's one more stop sign. I think that's the concern because from Bond north, it's kind of a, it's a wider road too. So traffic does have a tendency, I believe, to go a little quicker there. So I really, do I have a solution? Not exactly. I thought that I'd bring it forward and talk about a flashing stop sign, but after talking to Dave, when you mentioned that there aren't really any in the city and you know.

- And I guess the bottom line when it comes down to blinker stops, the purpose of a blinker stop is to install them at locations where people are often times running stop signs. And let's say we've tried enforcement, enforcement, more or less the halo effect is happening where they'll act like angels when the police are enforcing it, then the police go away, and then they continue to roll the stop. That would be actually a prime candidate. That plus if there was an existing crash history. Now other than the crash in 2012, I have nothing there. It's actually working fine. And you know, any time I see an intersection that doesn't have a crash history, I say we're doing something right at that location. Now the crash that was brought up, the Alder's correct that this was an altered, person had multiple substances I believe within their system and had actually taken Mather all the way from Broadway, that whole shot and right to the end of the road, and they were going over 100 miles an hour.

- Oh jeez.

- So, so, yeah, and I actually worked with,

- Amazing nobody was killed.

- Brad's predecessor Lieutenant Ackerman when it came down to the reconstruction of that. So, the first thing I always have to ask is, would the proposed improvement, would that have prevented the crash? And when you're going a hundred miles and hour and you are inebriated out of your mind, those sorts of things don't come into play. There's really nothing that can change that other than the motorist saying I'm not driving and put the keys away. That's the primary way, that or if that person happened to be pulled over before anything bad could happen. And as we know neither of those two took place. But the bottom line is with blinker stops, those are there at locations where compliance is poor. The crash history does not indicate that to me. The other thing on this was, and I believe the Alder had mentioned something as well about this, and this came up when we were, during our field evaluation was that blinker stops flash and as you can see from this image here that there's four duplexes, so eight residences within one blocks that probably will see a red flashing light inside their house at all times. So that being said, is that something that people are really gonna want? I almost think it could produce more problems. And actually Mark would be the first one probably to get 'em not me.

- [Mark] Well, I was gonna try to talk to some of the neighbors, but of course, we had a situation the last two days, so, didn't really,

- So would an appropriate motion be to receive and place on file or just to deny? What should we do?

- Either or.

- Mr. Chair?

- I'm fine.

- I'd say we receive and place one file.

- Would you like to move that?

- No, go ahead.

- Oh I would like to move to receive and place on file, based on the information that we got.

- Second.

- Okay, can you vote on that or,

- Yeah we,

- Does the tablet say that?

- Doesn't let us. It's not letting us vote. Unless we have to go back to the agenda. Go back to the agenda.

- I gotta go.

- Take care.

- [Mark] See ya next month.

- There's the vote.

- There it is, sorry.

- So,

- Then you gotta hit save.

- Oh.

- So I am voting to,

- Well, wait a minute. This isn't the motion here.

- Oh.

- We're breaking a tie.

- Yes or no.

- It says yes or no. Or abstain.

- You can abstain.

- Abstain, okay.

- So are you voting no or yes?

- I'm voting yes.

- But it doesn't say to receive and place on file.

- No.

- When it comes down to summary minutes, I go and change that then.

- Okay, so we're not voting to approve it right now, if we vote yes?

- Right. That was the confusion that I had too is that it looks like they're voting to approve it, but they're not.

- Yeah, it's like I'm not comfortable voting when it looks like I'm voting to approve it.

- You're approving to receive and place on file.

- Right, that's not what that says in front of me.

- I hear you, that is confusing. And we're gonna ask them to take that off. Basically that is just the agenda item.

- Agenda item, got it.

- And we want 'em to take that off, and only put the agenda item number on.

- Okay.

- Everybody says it's confusing. So,

- 'Cause it is. It looks like, yep,

- So what we're gonna do then, well number one we have the video, that's our proof of the actual motion. 'Cause that's really. I mean, we're summarizing but the actual video is the motion. Now what we do then is after the fact, I'm gonna come in and edit this, so I'll actually put it down as the motion was to receive and place on file. So I'll go and edit, correct?

- So Matt are you voting?

- You're abstaining, correct?

- Is that what, normally I do not vote, but I haven't abstained yet.

- Initially when you, when you signed in you had the right to be present and not vote. And that's what--

- So I should hit that next time, not vote.

- Yeah, next time, sure.

- Why would you not vote?

- Yeah, why would you?

- Yeah?

- Chair tie breaker.

- Why?

- Robert's rules.

- That's my understanding from

- What, the chair can't vote?

- Correct.

- On every other committee I'm on the chair votes.

- That's the way we've always done it here.

- Really?

- You could,

- Okay.

- They can't entertain motions either.

- What did you just say? The chair can't make motions?

- Correct.

- Okay, I will tell you that no other, I go to all of 'em, this is the only one that is run that way. But if that's how you do it, that's how you do it.

- The thing to remember Barb is that Traffic Commission, actually if you read it in our ordinances, they're a stand alone committee. So if another boards and committees are doing it one way that's the way that they do business, Traffic Commission does business the way that they've always done business.

- More like City Council.

- More like City Council, and the Robert's rules would be that chairs do not make the motion.

- They do, right, you're right. You're right about that.

- Ever heard of Robert's rules

- We're running this like a City Council meeting instead of like the other committees, okay.

- Where's Guy Zima

- Okay.

- Okay.

- Next item sir?

- Next item is second.

- Item one.

- Oh item one.

- Okay so,

- I think we should go back--

- Okay so this one actually report by police department, first quarter fatalities and serious injury.

- So I'll need to read that, do I need to read these in now? Or not?

- Yeah, I mean, probably the same.

- Probably the same, okay. Item one, general business, report by the police department of the 2018 first quarter serious injury and fatality crashes.

- [Man] Well, no loss of life, of course is good news, but I think overall we'd all agree that that we do pretty well in the city of Green Bay, yes, when it comes to serious injury and fatalities. There was one fatality for the first quarter of 2018. I handed out sheets to all of you. The summary of this, which is basically, I'm just gonna read it real quick for the record, is on Sunday March 25th at 12:37 p.m. victim bicyclist was struck by hit and run vehicle traveling west on West Walnut street crossing North Oakland Avenue. The victim who was a 47 year old male suffered head trauma and severe internal injuries. He never did regain consciousness from the scene on. The offending vehicle stopped briefly, two males exited, looked at the victim and then fled the scene northbound in a white Chevy Equinox which was shortly thereafter observed by patrol officers driving west on Velp Avenue. Officers attempted to stop the suspect vehicle, vehicle fled from officers. A short pursuit entailed, I think it was about 1.2 miles. I don't have that written in here. But in any event, it did not end with a crash or anything tragic. The driver actually gave up when he came across officers that had deployed stop sticks out in the roadway. Once that happened, both the driver who was the 29 year old male and the passenger a 32 year old male were arrested for a number of different offenses. Excuse me. The victim passed away two days after the crash. So that was the only serious injury or fatal accident report for the entire first quarter of 2018, which, that part, I'm happy with. Questions about anything?

- Any questions that we had?

- [Man] I think it was publicized pretty heavily on the news and,

- Very much.

- I just have one clarification than anything else so, it was a hit and run, sounds like the motorist was going westbound on Walnut, crossing Oakland. So did it say what direction the bicyclist was traveling?

- [Man] Bicyclist was westbound. The suspect vehicle was northbound, that away.

- Oh so they were both on the same, going the same direction they basically came up behind him.

- No.

- No.

- Northbound and westbound.

- Oh Northbound vehicle, I see. Oh oh okay, sorry.

- That's all right.

- Thank you, I will entertain a motion.

- Motion to receive.

- Motion made, second?

- Second.

- All in favor?

- Aye.

- Motion carries.

- Okay now I gotta do...

- We're doing it faster than Dave. All right, did we vote on that item?

- Yeah you took a voice vote and to speed up the process, he can vote all yes, instead of you,

- Okay so we don't have to. Okay.

- So with stuff like that you can just do a voice vote. He'll just mark 'em all as yes.

- Okay.

- Okay.

- That's how committees are doing it. Again, you can do whatever you like.

- Okay no that's fine. I'm good with Dave doing that. Anybody got any--

- That's kinda how we did it before anyway.

- No that's

- Items where we have a split, then we do the vote and I think that's what we'll probably end up doing.

- Okay, fair enough, okay. Two initial requests, consideration of possible action requests by Alderman Dorff and Alderman De Wane to do a sidewalk study to have sidewalks installed on East Mason Street, Main Street, the I-43 Business Park on both sides of the streets.

- Do you want me to talk to that?

- Yeah actually I do have some things to bring forward.

- Go ahead.

- But actually I was kinda hoping to hear--

- The reasons.

- The reasons behind everything for it.

- A lot of it has to do with the kids walking to school. Walking to Edison and then connecting that business park with the other side, you know, under the hallway. So East Mason from Main to the I-43 Business Park, we just are looking at having more of flow of pedestrian traffic.

- Okay. Now I noticed this was actually, Alderman Tom De Wane is also part of this, do you know if he had any sort of opinion or reason?

- This request came to me from Alder De Wane.

- Oh.

- And this, he asked if I would support that, 'cause it's not my district. But based on the safety of the kids walking to school. And I'm quite aware that they're doing that safe routes to school plan and this maybe will become a part of that. So I don't mind if we postpone this, but if you had some feedback on that, I'd appreciate it.

- Yeah, I mean, I can weigh in some, I just gathered some existing information just so we have an idea of the magnitude of this request and you know, and everyone else here present tonight does, so give me a few minutes here and I'll just run over a few things on this. So the actual study request area is actually about two miles in length, so where you see the V, on the map, that's actually the intersection of Main and Mason, so it'd be this entire stretch along here, this push button is about mid point. And then actually going to this intersection here, Challenger 'cause I'd heard mention about crossing to the I-43 Business Center from the neighborhood. So I would say technically the study limits would be Challenger to Main Street. Now there are some short segments of sidewalk within that area, namely with the DOT came through a few years back for an improvement project, at the interchange they added some sidewalk as part of that. Then also there's a short segment on the north side of Mason Street between Main Street and Bader Street, so that's actually just this little short segment here. There are some crossroads too that have sidewalks that approach the, approach Mason Street, but then obviously they're across Mason Street, not necessarily to intersect any sort of parallel or crossing sidewalks. Now the roadway section itself is what we call an urban or a curb and gutter type section all the way up to East Town Way, that would be this signalized intersection here, that I'm showing on the map. And then from here on out, with the exception again of over by the interchange, it's actually what we consider a shoulder ditch section. So you've got a fore-slope and then a back-slope and then I right of way line. So typically your right of way is wider in those areas. However, that does have a challenge for us when it comes down to placing sidewalk. 'Cause sidewalk is typically placed closer to the right of way line, I mean a lot of times what our rule of thumb would be is go six inches off that right of way line in. So as you know there is a lot of residential backage over here, there's no access. And you'll have backage, and there's a lot of fencing along there as well. So if sidewalk were ever installed, it would actually be along that fence line, and given that we've got slopes to the ditch, we'd have to find ways to get across that and then, in order to meet ADA requirements, a lot of that would actually have to be built with retaining walls which can get quite expensive. The other thing to also consider and is part of this, is that any area that's got backage to it, which is a large part of what this request is, I mean really everything from Challenger, through the interchange, and through Edgewood, and then really up until you get to the mall, this is all backage. That means that it would actually be the city who would actually furnish and install that sidewalk and maintain it. So like as we had the storm over the weekend, we'd be responsible for plowing that and making sure that it's free of ice. So that becomes a maintenance item forever in essence for public works and our operation staff. So, I just wanted to throw a few of those items out there before, I guess, any sort of discussion took place. I mean, obviously I think the reasons for the request, I think are very founded. You know, the one thing that we do when it comes down to these studies, we like to listen to what those request reasons are, and see if we can find them actually occurring in the field. So something like this, a study would have to take place, still during the school year, which as we know, we're getting towards the end of the school year, yet we still got a lot of snow, so we wanna see the snow gone and then conduct the study while schools--

- And I think school's probably gonna go to July anyway.

- Yeah.

- We'd have plenty of time.

- They added three minutes to the making up one day though.

- So that being said, It's on an arterial street, you know, arterial streets really should have sidewalks. You do have schools nearby, so there's a lot of reasons for having sidewalks and then there's also I think, a share of reasons, as well that that will propose some challenges to the city as well.

- Well do you need it on both sides of the road?

- It's preferable if they have, yeah on arterial streets it's always a preference to have sidewalk on both sides. I mean doesn't mean that, you could just install it on one side, I'm not saying that that's, But it's preferable when the sidewalk is installed on arterials that it be on both sides.

- So are the kids from Edison walking down to East Town Mall area, is that what it is?

- Well, or home, back across.

- On the other side.

- They're just, yeah, my reports have been that kids are walking on the street or close to the street. And they probably are.

- Walking on the shoulder.

- Probably walking on the shoulder to get there. You know, it's that two mile rule, you live within two miles you're walking to school. But Dave how, I know they're doing the safe routes to school study, so I'm very willing to put a hold on this and to see what comes up through that study.

- Right, yeah. And all those schools that you mentioned that are in proximity to this corridor would be studied. And a request such as this easily would be part of that. Now what we're doing, there's a lot of requests that have come in since we knew that this plan was gonna take place. So what I plan on doing, I'm just kinda keeping a running list of these type of items that when we have our kickoff meeting with the consultant, which should be taking place very soon, that these are just gonna be brought forward.

- Perfect.

- As in, okay, since these plans happened, these are the number of requests, here they are, we ask that you at least address them as part of your set.

- So would that be an appropriate motion to refer to the study?

- You could probably just say refer to staff, because then you're referring it to us and then we're gonna take it through the process. And if you wanted to elaborate why you're receiving it, on placement, or referring to staff to forward to safe routes to school consultant or something like that.

- Okay.

- You know, I mean that would be appropriate as well.

- Yeah.

- I would like to move that we refer this to staff and to be included in the safe routes to school study.

- Second.

- Motion been made and second, all in favor?

- Aye.

- Motion carries.

- All right I think everyone was in favor of that, right?

- Yes.

- Mmhmm.

- Okay, well that's right, Alderman Steuer had more than one item. But I guess we're on--

- Did he talk to you about this one?

- Yes, yeah, I can give you an update on that.

- All right. Three initial requests consideration with possible action on the request by Alderman Steuer to study the traffic signal timings at Clement Street and University Avenue and Riviera Lane and University Avenue.

- Gonna bring this up on the map up on the screen so you can see the area of consideration. So these two are actually two relatively new signalized intersections. They are part of this Festival Foods and Quick Trip development on the east side. So prior to that development, those signals didn't exist. They were Clement actually came in at a different angle, and it wasn't reconfigured so, it was a lot different a little over a year ago. So, when I actually went out in the field with Mark same time we went out and saw that Mather Locust item. And I asked him what exactly was the concern? And he had stated that the, he knows the people that own Riviera Lanes. So Riviera Lanes, if you don't know, is this building, I believe it's this one right here, or no right here. This is Riviera Lanes, so they have this long driveway that comes up to this, which is really technically still University Avenue. We call it Riviera Lane for lack of better term, but it technically is University, so, we really have a University Avenue meets University Avenue intersection. But again, just for simplicity we call it Riviera. So he had stated that the owners, when he was talking to them, were complaining about too long of wait time at the traffic signal. So I had to explain to him what, how we operate the signals, so the signals are operated in what we call a time of day or progression mode. Not all the time. We only run that during the core parts of the day. And it's actually quite a delimited amount of time. As a matter of fact, we run the time of day program from 10 a.m. to six p.m. on Sundays, seven a.m. to seven p.m. Monday through Fridays, and eight a.m. to six p.m. on Saturdays. Now outside of that time, we run them what we call free. It's more like a real time demand around the intersection. So kinda first come first serve and you can extend green times, things like that if your headway is close enough. So anyway, just in general what we have for those split times, we've got 90 second cycles at both of these. And at clement we have roughly a 60 30 split. Meaning you have 60 seconds on University and 30 for Clement. And it's not much different at Riviera, we have 55 and 35, so it's really just a five second difference, a little bit more on Riviera. Now that doesn't mean that every cycle they're gonna get the 30 seconds on the side street or the 35 seconds that they get. There's a min and max time and they have up to that 30 seconds or 35 seconds. So as traffic moves along, it extends the green time. And when the traffic basically goes down to a trickle or there's a lot of headway, then it goes yellow and red, and then it goes back to green on University. Now that again, remember is just during the day for the most part. You know those times I stipulated. Other than that it's a real time demand and that wait time really shouldn't be much. And if it is, it just means that there's constant traffic that's happening on University. And there are max timers in there as well. I mean it's not gonna indefinitely extend until University dies down, there will

be a maximum time where it would automatically shut it down, give that side street some green time, so, our opinion on something like this is that given the proximity of these three signals, this is actually a signalized intersection as well, Sturgeon Bay and University. These are very close signals and any time you have that high volume of traffic going along, and you have a close spacing of signals, you'll actually probably get failure throughout the day and spill back to those other intersections if you don't run 'em in a time where they are in coordinated mode. So I highly recommend against any consideration of taking them out of this coordinated mode during the day. I think it's essential for proper traffic and safe and efficient traffic flow through that area. So I believe the request had talked about safety and traffic flow maybe. I don't have it my notes. Yeah, study the traffic flow. But, you know, we don't have any sort of a crash or safety issue that's happening out there. And I think really the timing plan that is out there is working and I see really no reason to change it.

- Mr. Chair?

- Yes.

- I live out there, I'm on that street almost on a daily basis. Initially I did get lots of complaints and completely have gone away. I think that that's running well. I can speak to using that stop light and the next one and I don't see any problem and I know I've been getting complaints from Humboldt, from people coming down from Humboldt. Which I was initially, and things were tweaked and things did get way better. So I don't see a problem with it and I live right out there.

- A lot of what, I remember when those complaints were coming in and a lot of that was during the construction of the new roads out there.

- Right.

- That as many of you know you know, it took place over two construction seasons. And those barrels were out there last winter, which was, a lot of people weren't real happy about that. But that actually led into some of the issues at the time. Just because we had reduced capacity, things like that. But now with everything open and everything's working as planned and yeah, like I had said, I even went out there with the alder and we watched both of these intersections and you know, that was the one thing that we were watching was that side street. And just to make sure that all that traffic was going, that we weren't seeing any sort of undue delay where there's a bunch of traffic stacked on those side streets with no traffic on University, I mean it was flowing just like it should. So I actually, with this, yeah, with this, I would say receive and place on file. I mean I would probably,

- Motion made by Chuck, motion

- Second.

- Second, motion made and seconded. All in favor?

- Aye.

- Motion carries.

- What was it, the actual motion?

- Receive and place on file.

- Place on file, then here, and we can do the voice vote, mark all of these yes save as passed, then we print it here. And then, go ahead. Okay.

- All right, number four.

- Just a question, so as soon as you hit the yes there for the votes, if I hit details, should the next motion come up then?

- Your details will bring you back to the agenda item. If you click details and then if you click the current item or details again, yeah, just brings you back to the current item.

- Okay, what if I wanna go to the next item, how would?

- I think you just hit it, you touch it.

- Thank you, I got it. Touch that?

- Yeah. You touch the item, then it'll come up. Number four is up. If you touch it, there came up.

- That's right.

- Go to the next agenda item.

- Okay so item four, initial request. Consideration with possible action on the request by Alderman Moore to establish designated loading zones and delivery hours for downtown businesses and to seek input from Downtown Green Bay Incorporated and local business owners. Excuse me.

- Okay, what I'm gonna show to you on the display is actually a map of the loading zones in our downtown. So what you can see here, in essence, when we say downtown loading zones, where we usually get the highest amount of demand and request and clarification on downtown loading is really off of that Washington Street corridor between Main Street and Walnut. That is really the hot spot. That's where all that redevelopment has occurred over the last number of years. As you know, we've had tall buildings, banks, things like that So with that said, you can see from this, everything you see in red is really no parking, really no allowance. And a lot of that, like Cherry Street and Pine Street, they're just narrow roadways, they were never intended to have parking on them in the first place. So that's why you see that. You can even see, here's the alleyway between Pine and Cherry, right behind CityDeck, which is actually a no stopping or standing area, just 'cause you can't, if you stop and stand, then you can't get any traffic through and it's one way out. So, that said, you can see these areas that are highlighted in the red dash and orange. These are loading zones that are established in our downtown. And actually there's another one, it's hard to see right here, but there's actually one on CityDeck as well. This is actually a 30 minute loading, so you can see right off of here we've got one, two, three, and actually there's a meter in here, which gets to used as loading quite often, four, five of 'em really in this immediate area. Now I know the request talks about getting DGBI involved and some of the business owners involved. I can tell you that over the years that I've been here and we've established these as part of the redevelopment we had, we did seek the input of business owners and DGBI, you know they represent a lot of these business owners as well. But these, in an area that has such a high demand for parking and loading, there's only so many spots that you can have for that. And so as these blocks would get developed we looked at the businesses, we looked at the type of business that they would have. And we would install these loading zones that we thought would be most used, most practical. So that's what you really see that's right here. Now I know that there are some businesses downtown that, you know, they have been the recipients of tickets, citations for going and loading in the wrong place. And a lot of times from what I've seen and heard from Parking Division is that they'll just plunk right down on Washington Street, right in the middle of the traffic lane and do their loading and unloading. Well, not only that's not an approved location, but their blocking travel lanes. So it's really not a safe location. So every time they come in to complain to us about it, we just refer them back to here and say look, within, I mean, these businesses have ample areas for loading and unloading, so if they don't like it, I mean, I guess I can't really weigh in on what's popular or unpopular, but we have to regulate all these parking zones. We've got meters involved here, we've got no stopping or standing because we've got narrow roadways. Things like that. So parking on street and widths and everything, it's all at a high premium in this downtown area. So I mean, you can even see here, this is a full lock worth. I mean to me that's a lot. That's a lot of are to be loading. And over here, and they get used, they get used.

- Mr. Chair?

- Yes.

- Was there a specific area that the alders were asking for? This is kind of a broad request. Was there a place?

- No, the Alderman Moore did not contact me relative to this. I didn't receive anything more specific regarding what it is. My guess is that there is one business I know, well, it's really more of a delivery, I think it's a beer delivery or beverage delivery company that has received some tickets in the past and I know that recently as in like within the last couple of weeks, there's been meetings held between Parking Division and prominent people within that company to try to work things out. And from my understanding that there's been some sort of an understanding now that okay, these are the safe places to unload, and this is what we have to offer in our downtown. Anything else that would, we'd be looking at removing meter zones and everything that are obviously needed for business and customers. So I think we have our downtown right size when it comes down to loading zones and we really don't see the need to change them at this point in time. And typically it's only just one or two businesses where we have someone not too happy about citations, but I can tell you what, I've probably got two to three times the number of businesses that complain about where they are and they're doing their loading, unloading activity, asking us to cite 'em. So, the business owners, they get upset about that. And I think this is just a matter of training some of these companies and these newer drivers on where these zones are.

- Mr. Chairman?

- Yes.

- I think this is a very very broad request. I agree with Alder Dorff. I would like to make a motion that we receive and place on file,

- Second.

- And simply, I would add on to that that we only bring this back if there's a specific complaint. I mean nothing, this is covering the whole downtown.

- Okay, motion been made and seconded. All in favor?

- Aye.

- Motion carries. Okay, item five. Let's go, yeah item five, initial request, consideration with possible action on the request by Alderman Zima on behalf of area residents to establish a four way stop condition at South Norwood Avenue and Victory Boulevard.

- So I'm going to show you on the map where this is, just so you have some idea. This is Lombardi Avenue on BK right here, and 32 is Ashland, so this is a signalized intersection. Many of you know this is Dino Stop right here. So it's really one intersection to the north right now. It's a two way stop condition. Victory stops for Norwood so north south movement is free flow and the east west is stop condition. So in essence it's really, I mean you have these frontage roads here, but as motorists start coming off of Ashland, it's really the first primary intersection that they encounter. At this point in time, all I can really look at is to see if there's a crash history at the location. I could not find any crashes that have taken place at the intersection. I've watched the intersection, actually Brad and I have watched the intersection and it's kind of a trickle. Ya know, I mean, can wait there for minutes before vehicles come up. Four way stops not only, we're required to at least have an engineering study conducted to at least provide the committee and council with a recommendation. So that's what my standard is as an engineer, We'd still need to have the engineering study to at least say yes or no to whether or not we would approve of one based off of multi way stop warrants. But then I look at this and say, is this even really a good logical location for it? And usually with

four way stops you have about the same amount of traffic, and it's for right of way assignment. And we didn't see any sort of question on who had right of way assignment at this intersection at all, so,

- Move to receive and place on file.

- Second.

- Motion been made and second. All in favor?

- Aye.

- Motion carries. Item seven, referred back from study. Consideration with possible action on the request by Alderman Sladek to discuss measures to improve pedestrian safety for crossing Packerland Drive at the intersection with He-Nis-Ra Lane.

- Okay, I'm gonna bring this up on the map. So just so you know, Packerland Drive is a county highway. The intersection in question here is one south of the signalized intersection of West Point Road and Packerland Drive. This is designated as a school crossing. So first thing we wanna do again is look at, see if there's any sort of a safety, crash history at that location, especially as it comes to pedestrians. We did not find any sort of safety record or anything like that at the intersection. During my field visit initially on this, I had noticed especially for the south facing sign, 'cause there are pedestrian crossing signs, or the school pedestrian crossing signs with down arrow in both directions at that location where there's also a painted crosswalk. And looking at it, the south facing sign in my opinion was a little on the faded side, so it had probably been there a long time. And that's very typical and common that as signs age, the first ones to go are the ones that are south facing. So I did see that as part of this. And it is a multi lane divided facility, so when I looked it up in the MVTCD I also would recommend larger signs at this location. But I'll go back to my initial statement that this is a county highway and this is technically not our signing jurisdiction, but rather Brown County Public Works. So that being said, I called their sign shop, and I contacted their sign lead worker and had a discussion with him about this being at our city's traffic commission and that there was some concern about it. And that you know, I looked into it, and that my recommendations for the location would actually be to replace the worn signs and actually upgrade the size of them, for them. And they agreed to do that so,

- Okay.

- Great.

- I would say that it's mission accomplished and you know something along the lines of receive and place on file because there's already an action in place to the appropriate--

- Mr. Chairman I'd move to receive and place on file.

- Second.

- Motion made and second, all in favor?

- Aye.

- Motion carries. Let's see, item eight, referred back from study consideration with possible action on the request by Alderman Moore to study pedestrian safety issues at Green Bay Packaging on Radisson Street.

- Now as part of the meeting packet agenda I had attached the study. I don't know if it necessarily got there in time because of learning the system a little bit on this side, so the attachment should have been there. If not, I do have the electronic version that I can put up on screen. You know, it's actually a quite short report. And I think what I'm going to do is I'm going to in essence tell you shortly what my recommendation is and if you recall, we had an item real similar to this like I think it was one or two meetings ago. Over by

Georgia-Pacific and South Broadway. If you recall there was a pedestrian crossing and request for RRFB, the rectangular rapid flash beacon. Boy I'll tell ya, these are very similar in nature. They're both mid block crossings, they're both already marked. But I did through my evaluation find some things that I would actually go ahead and upgrade. Now I did run it through what I would call the flasher and the beacons and the RFB type of warrants. The City Public Works, we've been using the City of Boulder's crossing policy. It's one that we thought was quite relevant when it came down to RFB and flashing lights. So I ran it through that criteria and it did not arrive with the conclusion that an RRFB or another blinker system would be appropriate. The reason being is that, it's not that they don't have pedestrian traffic that crosses, it's that the traffic is so light on the actual road and provides enough gaps in traffic to not necessitate the need for any sort of blinking lights that would be ped-actuated. So that being said, my recommendation in this case is to just like the Broadway study, would be to double up the pedestrian signs with the down arrow. Currently we only have the one on the right side of the down arrow. So we go two in each direction, so in essence you're going back to back, and then about roughly 200 feet in advance, we place the warning sign. So, rather than seeing the one sign assembly that you're seeing three sign assemblies in each direction. I think that's probably the most appropriate measure at this point in time. And based off our field visit, we didn't experience any of the things that were brought up initially when this was brought forward to Traffic Commission, at the meeting when it was referred to staff for study. We had talked about some yield compliance and people going around other people that were stopped. And we evaluated this for multiple sessions. We didn't just do one peak, we looked at multiple shift changes and everything. We did not encounter that as part of our study. Which is again reason being why what we're seeing in this case with some of the sign improvements that I recommended, we feel like that's the most appropriate.

- Okay, move to receive and place on file.

- Motion been made, do I hear a second?

- Second.

- Motion made and second, all in favor?

- Aye.

- Motion carries.

- Can I point out, Mr. Chair that new Alder Craig Stevens just entered a little while ago, and he will be on the Traffic Commission in the very near future. Just wanted to point out that he was here in the room with us.

- And we're gonna miss you.

- Well we're not at the end of the thing yet. Don't miss me yet.

- You don't wanna cry yet, do you?

- No, couple more items.

- Okay nine and 10 are trial terminations.

- Correct.

- You wanna do them together Dave?

- Both nine and 10 are, they're related. One is the removal of an old zone and number 10 is going to be the installation of zone. And all that this was, if you recall, this was the loading issue that they had over at Jackson Elementary. So it was on the south side of the road here and this is something that both the school district and the bus company Lamers were in support of. And Public Works. We were in support of

it, given that they would actually get the word out, you know, through school bulletins, get the word out to the parents that we can't be watching this 24 seven, 365 to get some voluntary compliance. And then also that we understand it's a pretty tight zone, that two buses only can fit in there, and we don't wanna have buses trying to pull in when there's vehicles in the way, and then they actually start impeding the traffic flow which actually when I watched this at the early onset, that's what I had found. So I actually worked with Lamers and worked with the school to work out a system so that if the bus cannot fit into there, they actually go around the block and they radio to the other one when there's gonna be room to fit. So they actually came back and mitigated the situation. And I did go check it afterwards, after they had that in place. And it seems to be working. So I think this was mission accomplished, so my recommendation for items nine and 10 is to adopt by ordinance.

- So moved.

- Second.

- Motion made and second, all in favor?

- Aye.

- Motion carries.

- That was Dan and who seconded?

- Chuck.

- Chuck.

- Under information, report by the Traffic Engineer about multi-jurisdictional bicycle and pedestrian crosswalk enforcement on Wednesday, May 9th.

- Okay. So did you kinda?

- I read the item, and let's go ahead and,

- So, anyway, what this is is we were approached by the city De Pere, by their Public Works Department. And they wanted to get together this national, or this city-wide or multi-jurisdictional Green Bay metro area bicycle and Pedestrian crosswalk enforcement effort. Last year they actually started this. That it was something that kinda happened real quick and everything last year, so the city did not participate in that. However, we learned about this a little bit earlier this year and so they have themselves, the village of Howard and UWGB campus police and now I understand at least on a limited level, is going the city of Green Bay. And when I say limited, it's still gonna be crosswalk enforcement, from what I understand, it's just not gonna be what we call our Operation Frogger, which I guess maybe now's a good time for Brad to maybe weigh in a little bit.

- [Brad] Right, well the Frogger operation was really based on a grant that Karl Ackermann received from state a number of years back. We actually haven't done another one since 2015. So when we talk about doing pedestrian and bike safety enforcement we're still able to do a very good job of that without dedicating the number of people that it's required. We were actually working in conjunction with UWGB and I wanna say one other agency, maybe the Sheriff's department, I wasn't really in the traffic world back then. But in any event, I reached out to Eric Rakers, is it? Spoke with him and agreed that we are interested in participating. I'm gonna have two additional officers on along with the two traffic officers that normally would be working and we're going to put together, and I haven't done it yet exactly, what the operation's plan's going to be specifically, but it will be a crosswalk safe route bike safety. And that's assuming we don't get another two feet of snow.

- That's true.

- We won't need any of those guys if it's like this outside. But I definitely gonna have a deployment out there. We're participating, we're working together and Eric was real happy with the fact that we were just gonna be a part of it this year. And at the next meeting I'd be able to report what specifically we did if you're interested, and what type of enforcement education we were able to accomplish, so,

- You getting any media help with that?

- Typically media gets involved with this. I mean that's part of the effort. You know, right now, prior to the event. That there's groups like Live 54218 and other advocates in the area that will make that outreach. And my presumption is, and I didn't hear specifically from De Pere but I would presume that they would probably want to contact the media. And then once they say who's all gonna be involved, then they take the next phone call and they interview Brad and,

- Yeah, I mean,

- And his counterparts at these other agencies.

- Yeah, that's a good springtime story for them I would think.

- Yeah, as a matter of fact, I do believe that they had something last

- There was quite a bit out 'cause in my district where a lot of my people are getting tickets so, I heard a real,

- Oh that's right. That was over by GBS, okay, now I remember.

- That was quite media too.

- All right, do we need to receive and place that on file Dave, that report?

- That would be appropriate.

- Okay.

- Move to receive and place on file.

- Second.

- Motion made and second, all in favor?

- Aye.

- Motion carries. F, next meeting date. Monday May 21st, 2018. 5:30 p.m. room 207 so, with that, I'll entertain a motion to

- Motion to adjourn.

- Adjourn if,

- Second.

- Motion been made and second, all in favor?

- Aye.

- We're adjourned.

- Now do we have to leave the meeting? Like do we go back and push that meeting button? I'll leave it, leave it now.

- So if you hit agendas again, leave meeting pops up.

- What did I, okay, go back to agenda.

- Oh jeez.

- Adjourned so,

- It's like going back

- Do you guys remember who adjourned the meeting?

- You can do it tomorrow.

- Dan made the motion, I seconded.

- Dan and Chuck.

- Everybody unanimously.

- Now do we shut these off or?

- Where did you go--

- Go back to agenda. Go to the top, go to agendas. And then leave meeting. And then you have to say yes.

- All right, perfect.

- Now do we turn these things off?

- You don't get to keep 'em right? You have to,

- I would think they're

- Yeah I think you just turn 'em in over there. This'll be good eventually. But I think I'm gonna have a big notebook 'cause, when you take notes, I tried to take notes, just to take notes, okay, the typing covers