



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, MAY 21, 2018, 5:30 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

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

Present and Not Voting: Matt Kuepers

Excused: Charles Karow

B. APPROVAL OF THE AGENDA.

I. Approval of the agenda.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan to approve the agenda.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain-
None

C. APPROVAL OF MINUTES.

Moved by Commissioner Daniel Theno, seconded by Lieutenant Brad Strouf to approve the April 16, 2018 minutes.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain-
None

D. REGULAR BUSINESS.

I. Election of Chair and Vice Chair.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith to re-elect Matt

Kuepers as Chair and Daniel Theno as Vice Chair.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

2. *Initial Request:* Consideration with possible action on the request by Ald. Dorff to consider doing a study to lower the speed limit on Church Road between Nicolet Drive and Bay Settlement Road.

(Ald. Dorff - District 1)

Moved by Commissioner Daniel Theno, seconded by Alderperson Craig Stevens to refer to staff the request to consider doing a study to lower the speed limit on Church Road between Nicolet Drive and Bay Settlement Road.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

3. *Initial Request:* Consideration with possible action on the request by Ald. Lefebvre to establish a NO PARKING zone on the south side of East Shore Drive from the Wildlife Sanctuary entrance east to the NO PARKING BIKE LANE sign. **(Ald. Lefebvre - District 6)**

Moved by Commissioner Daniel Theno, seconded by Alderperson Craig Stevens, that on a 90-day trial, to:

A. Remove the NO PARKING zone on both sides of East Shore Drive from a point 385 feet east of East Shore Circle to Nicolet Drive.

B. Establish a NO PARKING zone on the north side of East Shore Drive from a point 385 feet east of East Shore Circle to Nicolet Drive.

C. Establish a NO PARKING zone on the south side of East Shore Drive from a point 1550 feet east of Irwin Avenue to Nicolet Drive.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

4. *Initial Request:* Consideration with possible action on the request by Ald. Lefebvre to install a speed bump across both lanes of East Shore Drive in front of Wildlife Sanctuary entrance and the sidewalk from Bay Beach Amusement Park. **(Ald. Lefebvre - District 6)**

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan to receive and place on file the request to install a speed bump across both lanes of East Shore Drive in front of Wildlife Sanctuary entrance and the sidewalk from Bay Beach Amusement Park.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

5. *Initial Request:* Consideration with possible action on the request by Ald. Lefebvre to establish a NO PARKING EXCEPT BY RESIDENTIAL PERMIT zone on the north side of East Shore Circle.

(Ald. Lefebvre - District 6)

Moved by Commissioner Ray Smith, seconded by Lieutenant Brad Strouf to refer to staff the request to establish a NO PARKING EXCEPT BY RESIDENTIAL PERMIT zone on the north side of East Shore Circle.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

6. *Initial Request:* Consideration with possible action on the request by Ald. Lefebvre to discuss safety measures similar to the crossing by the hospital on Webster Avenue, for students crossing University Avenue to the Boys and Girls Club. **(Ald. Lefebvre - District 6)**

Moved by Commissioner Brighid Riordan, seconded by Commissioner Ray Smith to refer to staff the request to discuss safety measures similar to the crossing by the hospital on Webster Avenue, for students crossing University Avenue to the Boys and Girls Club.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

7. *Initial Request:* Consideration with possible action on the request by Ald. Wery to propose remedies to speeding on 9th Street, especially between Oneida Street and Military Avenue. **(Ald. Wery - District 8)**

Moved by Commissioner Daniel Theno, seconded by Alderperson Craig Stevens to refer to staff the request to propose remedies to speeding on 9th Street, especially between Oneida Street and Military Avenue.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

8. *Initial Request:* Consideration with possible action on the request by Ald. Wery to review the intersection of 9th Street and Ridge Road for options to slow traffic or reconfigure. **(Ald. Wery - District 8)**

Moved by Commissioner Daniel Theno, seconded by Alderperson Craig Stevens to refer to staff the request to review the intersection of 9th Street and Ridge Road for options to slow traffic or reconfigure.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

9. *Initial Request:* Consideration with possible action on the request by Ald. Wery to implement a city-wide study of all Green Bay Public Schools for crosswalk enhancements and crossing guard placement. **(Ald. Wery - District 8)**

Moved by Commissioner Ray Smith, seconded by Commissioner Daniel Theno to open the floor for discussion.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

Citizen Chris Caloway (207 Cleveland Street) spoke.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith to return to regular order of business.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

Moved by Commissioner Daniel Theno, seconded by Alderperson Craig Stevens to receive and place on file the request to implement a city-wide study of all Green Bay Public Schools for crosswalk enhancements and crossing guard placement.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

10. *90-Day Trial Termination:* Establish a I-WAY YIELD condition on Raccoon Berry Way at Indigo Bluff Drive. **(Ald. Dorff - District 1)**

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith to establish a I-WAY YIELD condition on Raccoon Berry Way at Indigo Bluff Drive and adopt by ordinance.

Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain- None

E. INFORMATIONAL.

1. *Initial Request:* Request by Ald. Lefebvre to clarify who is allowed to occupy a NO PARKING zone. **(Ald. Lefebvre - District 6)**

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

Moved by Commissioner Brighid Riordan, seconded by Commissioner Daniel Theno to adjourn.
Motion carried.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith, No- None, Abstain-
None

VERBATIM MINUTES

- And to tell you what you guys decided.
- I agree.
- Hi, so you weren't here last month either right?
- No.
- Okay.
- Here you go.
- Hey Mike, I'm just gonna sign in for--
- And then join the meeting.
- Okay.
- The roll call.
- You just gotta get the same password--
- How are you doing?
- All right.
- Excuse me
- This past week, so I just--
- Did you your password last week?
- I wasn't here last month.
- I'm waiting for Brad and of course Chuck, I put him as excused but seeing we... Yeah were we waiting for?
- So if we can get Brad setup.
- You have to login
- Little tiny thing you click on has all that technology attached to it.
- It's a baby computer in a small package.

- It really is.
- We agree. Our engineer is always like we're just surprised it works. Because it's just kind of, it's a little magical.
- Okay Dave, I'm ready on this end.
- All right.
- Go ahead.
- But this is election of chair. I guess that's--
- So I think you're quite where I'm at here.
- Can I use your pen just a second?
- Oh sure, sure.
- So I'm ready on my end.
- Okay, we will call to order the meeting of the Green Bay Traffic, Bicycle, Pedestrian Commission for Monday, May 21, 2018. Go to, we got the roll call.
- Roll call.
- Do we need that now?
- Everyone--
- Everybody's in?
- So I'm just going to go and add a motion here for, I guess for roll call. So they want an item so.
- All right.
- You have to excuse us. We need to
- So we need someone else-- A motion was made.
- Second it.
- Second it.
- All in favor?
- Aye.
- Motion carries. We're on to B approval of the agenda. Nobody has mentioned about taking anything out of order so I guess we will go with the as the agenda is laid out.
- earlier to Dan was and I thank for approval of the agenda then?
- Yeah approval of the agenda, yes.

- Approval of the agenda. Motion was made and--
- Second.
- Second, all in favor?
- Aye.
- Motion carries. Approval of the minutes of the previous month
- Correct.
- Do I hear a motion to approve the minutes?
- Second.
- Second.
- Seconded, all in favor?
- Aye.
- Motion carries. D, regular business. Move on to the annual election of the chair and vice-chair. We're going to take the motion to keep the chair the vice-chair unless somebody would like to discuss on the commission for our regular change.
- The only thing that I land and I'm speaking on behalf of Chuck because he had emailed me and he had said that he was fine that the way it is and if someone had made a motion to elect him that he was going to accept it. But, so anyway he's fine with leaving it the way it is.
- You should never not this meeting.
- That's all right.
- We love you Chuck and we need you so we're putting that on record there.
- So we're going to keep it as it is?
- Unless and we're good for another.
- It should be a motion probably.
- I'll serve unless somebody else
- Is there anybody wants to talk about changing? Now is your time.
- The pay is good. Hold your peace for another year.
- So Dan motion and second.
- Second.
- Okay, motion is made and seconded. All in favor?
- Aye.

- On the electing the chair and vice-chair okay motion made. Seconded so we'll move on. Two initial requests, consideration of possible action on request Alderman Dorff to consider doing a study to lower the speed limit on Church Road between Nicolet Drive and Bay Settlement Road.

- Okay, I'm going to in a second here I'm going to put up on the display a map of the current location. So Church Road is a town road that is on the city's northeast side very close to the border. As a matter of fact in the intersection actually. That's where the corporate city limit would be. So the request limit would be from Nicolet Drive over to Bay Settlement. So you can see the the segment up on the screen. When it comes to lowering the speed limits or changing them really up or down state law does require that an engineering study be conducted prior to any sort of motion on that. So there couldn't be any change tonight because there's no study that'll support that. My experience tells me that lowering the speed limit or adjusting the speed limits it doesn't necessarily change motorist behavior. There needs to be a lot of different factors are involved in order to change behavior because a, most people drive what they feel is a comfortable speed and a majority of motorists actually do drive what they feel is the same speed. That's what we call the 85th percentile speed to the extra 15 percent roughly. You know it's going to be dependent obviously on each road, but in general that's what it is that will typically speed over that number.

- There's a big hill there.

- Correct, correct. There is, yeah Bay Settlement this is out by Holy Cross the church and once you go Westbound it has a decline there it. It's a grade difference. It has a nice view. You can see the bay but then it's a down slope.

- And where does the town of Scott coming there?

- Right at the intersection at Bay Settlement. Once you cross, this is an all-way stop where it says Bay Settlement and then out to 5457.

- So east of Bay Settlement?

- Yes, this is the east of Bay Settlement. This is all Scott. In this segment just to put it in context, well the road itself Church Road and the segment is posted 40 miles an hour, now east of or in the town Scott segment where you're talking about it's actually 45. So you have 45 and then once you get past the stop go towards the bay then it drops five miles an hour. So at this point in time we really can't do anything other than either a, deny the request or b, refer to staff for study.

- Can we answer a question?

- Yes do we have interested parties to talk? Okay one second. You're here to talk on this agenda?

- She's an alder.

- Yes, I haven't traveled that road in quite a while but to attend Bay Settlement Church and I do know the area. I'm going to the next district though. This is Alderman Dorff's district, but I do know the area and if you look at too, I think people probably do go pretty fast down there because if you look to the north kind of, it looks like as farmland and it's open and people think it's country and people like to go a little faster in the country. They don't recognize it really as a city street so I think, I would definitely support going to a traffic study and seeing how you know traffic is flowing and because you have that residential now coming out which didn't used to be there what 10 or 15 years ago, and I think that's why maybe the request is kind of too slow people down a little bit and I do know that people go, you post a speed because you know people are going to go 5 or 10 over so you can put it down because then you got people, you think that's a speed that would be normal but if you put it there then they're going to go 5 or 10 over that. So now you got people going to be too fast for the area. So some of the things I think should just be checked into. So I will definitely to me, I would support it if it came to a council you know if all the study says yes.

- Okay, thank you.

- Just a couple comments. There is I think some sort of a common knowledge amongst society and I think that people say it's posted at a certain speed, you're going to automatically go five over but it's actually we have had have no evidence to support that. We've had a lot of areas posted and people are actually driving that speed a little lower so it really is best off the road, the roadway design. She's correct in that it's kind of a country road. Actually it's a shoulder ditch road. So most of our streets in the city have curb and gutter for drain and storms or et cetera. This is built with a shoulder ditch section so we have one lane in each direction, a paved shoulder and the flow backs up and water flows in the ditches and as you can see from here this is mainly bordered by farmland. There is or has been some development on the south side of the road predominantly between Sussex and Durham roads, that's these two intersections. So there has been some homes, you know similar to what we have here and they're spaced out a little bit more than some other lots, too. It's a divided. So there's some lots for sale but really everything is, any development has been on the south side of the roadway. The other thing to consider when I think Dan you had mentioned about this about that downgrade. If you need and we don't know what sort of recommendation to come out of a study but let's just say that I know 30 has been there as a constituent of Alderman Dorff said it brought up that 30 miles an hour was what that person thought it should be, but a 15 mile an hour drop is a pretty big drop and many other downgrades so this might be something that can be difficult to enforce. So enforcement I think is definitely crucial to the effectiveness of it, so I mean without any enforcement or should I should I say little to no enforcement, posting that downgrade I think would be probably hard to control speeds at 30 but then again it's difficult to say up to this point until we actually have the study. The study would include how we would actually do a speed survey of, determining what that 85th percentile speed is, what are the people really traveling this road way and then we looked at a lot of different features and characteristics as well. Thewould be included as part of that study because that is something that has a tendency to make people go a little bit faster. We looked at safety histories to see if there's any crashes in this location and it occurs to me and looking at in the database and I couldn't find anything. So it's a relatively safe road from what the stats are telling us. And then I also run was called US Limits, it's a software program that really is engineering-based. So it looks like a lot of characteristics features of the road and again you bringing all that crash history compared to similar roads how the safety numbers have been. So at this point like I said from the get-go it's really anything other than you either have to deny it or referred to staff for study.

- Mr. Chairman.

- Can I get a motion?

- I would move that item number two be referred to staff for study.

- I second that.

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

- Aye.

- Motion carries. Three, initial request consideration with possible action request by Alderman Lefebvre just establish a no-parking zone on the south side of East Shore Drive and the wildlife sanctuary entrance east of the no parking bike lane. Do you want to run some of these together Dave? I mean three and four.

- Three and four or very.

- Similar?

- Yeah they're similar, but they are different streets. This one is with particular to... This it's hard to see because of tree cover here but this is actually a driveway right here. This is the main entrance to the wildlife sanctuary and just east of that the driveway is as crosswalk and this crosswalk is a sidewalk that leads over to Bay Beach Park. So the initial request is from where roughly where the pushpin is out to where you can kind of see where the roadway here changes a little bit. It's a little wider this area and then

here and arrows down and when it narrows down it goes into a bike lane with bike lanes on both sides. As a matter of fact as the request states, the request area will be out to wear that first no parking bike lane sign would be which is about at the beginning of it so roughly in this area where I'm pointing. I guess the one thing to really pay attention to that I noticed just from looking at a map and also when I did my field review was that this is a curve. So if you're exiting that driveway and they're vehicles parked and especially if they'll be larger like an SUV or something similar, I could see potential for it being a little bit difficult to see the westbound movement. Fortunately again a cursory review of crash crashes but I didn't find anything relative to that. The only crash type of behavior that I saw was actually more in this area because this does get pretty popular there. People parked here, they might go fishing or whatever. And there's usually parking type of crashes. You know someone back again or pulling out and hitting someone somebody, but I didn't find any intersection related crashes at this location. So at this point in time I really don't have a strong opinion one way or the other. I mean if the alder and other people think that she reports to thinks that it's a good idea, I don't see any issue with it, but the bottom line I always think about anytime you're restricting a parking zone is that you're basically pushing those people to another area.

- There's basically parking for the wildlife sanctuary?

- I believe so and perhaps Alder

- Go ahead and speak to it please.

- And the name is pronounced Lefebvre. I know it's a hard name. It doesn't follow the normal rules. Anyway, I brought this up because I live across kitty corner and I can see on 1731 you probably can hardly see mine because I have a lot of trees. Yeah the one with all the trees on the left.

- This one?

- Yeah and then my in the kitchen, doing my dishes and I can look right across and see the wildlife sanctuary entrance and the problems that I've been seeing is when we have special events, people are parking there and they're not only parking on that curve part and it starts to narrow and it's a curve, they are parking right at the entrance. When you come to the sidewalk there's another paved sidewalk right next to the entrance sign with overhead. There parking right there. So when people come out of, see right, yep. See that little back black top, you can see it right there coming in. They park right in front of that. So when people come out they have to pull almost into the intersection to see cars coming this way. Okay then there parking. You can see how much it curves. You can't see, see that right there when you coming. It's curved so much. They actually I think it was two Sundays ago, was that Sunday's. It was first really really nice day and people are parking at Bay Beach and walking and people were starting to park right in there and even though it was a nice day no snow, they got out of their cars and we're walking in the driving lane with their kids walking on that side. They park there in the winter. They have their fun thing, they walk and then it's dark and they're walking in the driving lane actually in the street, and that I see that and I thought oh my gosh all it takes and I'll tell you when the incident was two years, maybe three years ago. I was leaving mine. I'm going to cul-de-sac coming out going east. We were parked there it was dark. It was 25 and I was maybe going 20 starting you know to build up my speed a little bit. There was a car. I can see her trunk was up she was standing there and I go by, it scared the beezeebers out of me. It was a kid standing right there. All he had to do was step out a couple steps and I would hit him. I just, to me I find that very unsafe for anybody parking there. They can park at Bay Beach. They can park going west of the entrance. They can park there. There's room and they can park in the wildlife sanctuary and I guess eventually the city is going to put more parking for Bay Beach, but there's room for people to park. They can't even come down on my street and park in front of our mailboxes on, but there is parking there and last time I talked to Mike for the family thing. What they did is that they completely, they had the police department to put no parking on both sides.

- Temporary?

- Right and they bused them. They had to park at Bay Beach and bused them in because he agreed that that was unsafe and Mike I talk to him again. He said yes bring that forward. He agrees that is very unsafe

there. That's all I'm concerned about the safety. I got like two or three requests. You want me to stand here because?

- No you can sit down. one at a time, but that looks like there's more than one problem there. There's no sidewalk. You've got to push people further down and then you're walking in the street too. That's the first thing that I see you.

- No, there's no parking East are there anywhere. Down further there's no parking because of But here I want no parking anytime signs.

- I don't know if you saw there was just on the other side of this there's a 25 mile an hour sign right here. This one. There's no parking here at the corner so if the request was granted tonight, this effectively would create kind of like too long no parking area corner is really what it is. So there be no parking on the side or the other side. It certainly frees it up for I think exiting motorists. It does make a little bit safer, but as you have recognized Matt that you know another item was brought up which is lack of sidewalk. This is city property so something like that if we were going it would actually be at the cost of the city to put that sidewalk in. Yeah, the would have to order that and then go to council for that. Not necessarily a bad idea but I do, it looks to me like this is more of a I don't know if I thought I saw a little top curb which is more of a flatter curve. Sometimes as used in areas where it people do park, the kind of park on the grass and on the street a little bit to get them out of there. I don't know do you see that at all?

- No I haven't seen them park on the grass. You see it and then in the winter when it's plowed there's a bank there.

- Right right, so no there's definitely any without sidewalk I think that certainly is a contributory factor for them walking in the street

- So how far down to the east?

- I'll show you.

- Yep it's up actually and here's where I've shown you initially on the map. This is where goes from concrete to asphalt and then actually when this shot, this imagery here, that signs were not in. That was something that I put in last year. I worked with a former Alder, the district Joe Moore and we wanted to clarify the bike lane in this area so we added some additional marking and we put the no-parking bike lane signs, but it's roughly around in this area. So the intention would be to

- What's the distance then from the driveway there?

- I didn't measure it. No, it's hundreds of feet.

- Hundreds, okay.

- I mean so you're looking at easily displacing about probably 10 vehicles and again like I had said I was trying to present all sides to it that you know if it is restricted it's going to, the demands things the same just going to find somewhere else to park.

- Yeah well and that Bay Beach Park one of the weekends you And that's full so we're going to go? I don't think.

- Maybe I'll park on your street there.

- I think what it is.

- They do, they do.

- I think it's a convenient location for both. You know when you have a family that wants to go to both wildlife and to Bay Beach. You know on the sidewalk there obviously is a convenient way to answer the park. It's kind of a nice. I think it's a convenient location.

- For the winter thing, they parking is no problem because they have no property parking there temporarily and then they had busing from Bay Beach.

- Mr. Chairman.

- Yes, go ahead.

- I would have make a motion to approve the request.

- Second.

- Okay motion been made and second. All in favor?

- Aye.

- I think Craig.

- Alderman Stevens.

- So motion been made and seconded. All a favor?

- Aye.

- Motion carried. Item four, initial request consideration possible action request for Alderman Lefebvre to install a speed bump across both lanes at East Shore Drive in front of wildlife sanctuary entrance and a sidewalk from Bay Beach amusement park.

- As many of you recall maybe not everybody, the city adopted about I think it was 2009-2010 a neighborhood traffic policy and that policy addresses such features such a speed bumps. We don't have a really a lot of them in the city. One example will be Farland Avenue. That's one that's got some speed on it. Speed bumps are little bit different then I think what some people think of them from past years and you think I have, always remember when I was a kid going through the Great Lake Plaza. I think it's Chris's district, but they have these huge speed bumps and today and these big speed bumps and that's really not what we're talking about here. Speed bumps on a road way there much smoother and much flat. They're actually designed so that it feels uncomfortable for motorists driving over the speed bump. So if you're under the speed limit or at the speed limit you'll feel it but it's not going to be something that's going to rip the bottom of your car or something, but now getting back to this policy that Council adopted in 2009-2010, speed bumps and other traffic calming devices are only to be used on residential streets. So looking at East Shore Drive, East Shore Drive is actually a minor arterial road way, so it's meant to carry a lot of traffic. A lot of the reason that that's in place actually as for emergency vehicle purposes, fire and PD. They're coming through on a call, it's a major roadway and may be speeding through there and then obviously it's not safe for their vehicles and equipment to be traversing over them. There's other reasons as well but that's a big one. But bottom line is that on a street like this it wouldn't qualify.

- Yes, okay do you have anything else or nope. Okay, yeah go ahead.

- Okay, the neighborhood association and wildlife sanctuary are looking at to slow people down. It's 25 through that. Nobody does 25, nobody. They're doing 35-40 at times through there. When I come out of the cul-de-sac and I'm going that way, I can see somebody speeding and it's not marked as two lanes on each side. It's only it's wide enough for well I guess for some parking on the side or whatever. You can go around somebody to turn turning in or going slow. I had this lady come behind me. She was going real fast so sorry I straddled my lane, well the whole area. I straddled it in the middle to slow her down. She passed

me in front of the wildlife sanctuary entrance, double yellow lines. She went down and she blew through the four-way stop. We have people speeding through there all the time. We got people coming across the side of with kids trying to cross, people turning in. You got people parking there that are fishing. You got so much activity right now area, it's like a table we call it. It will be a longer one and both lanes to slow people down because that's, I'm surprised somebody hasn't had been hit there yet, but they're so and we thought because the bus goes through there, it's not difficult for the bus to go through. There school buses and there's a city bus because it's a long It's not likeand it would be better and I know I talked to Mike again at the wildlife sanctuary and he's definitely for it because they know people are speeding through there. It's a safety issue again and arterial road, yeah. But it's also it's through residential and it's through a park area which it should be 25 through the all the way down, too because that's the only when you get past the sanctuary, the entrance and down a little ways, you got two down from 45 to 35. It's the only city street in the city that is 35. Residential is 25 to 30. It shouldn't be. So you got people coming the other way and they don't slow down at all. They come off of Webster which is 35. They're going 40, 45, zipping through. Some of them are doing 50 through there

- I'm sure you're right. It sounds like any some enforcement.

- Something needs to be done.

- You know most people who are speeding on that street are, a lot of them? People that live in that neighborhood.

- I know and I don't care. You know they should be fined. You know it's unfortunately to me that the only way people learn is through their pocketbook. I mean you know catch them and fine them.

- That's true.

- Because otherwise it's not going to improve and so it was just an idea have some way to get the people to slow down in that area. I don't know what else we can do.

- There's a lot of city streets have the same issue as you.

- I know, I know.

- Enforcement, Lieutenant can probably attest to that. I don't know maybe you can have some more enforcement out there and that.

- Yeah, we can certainly add it to the request and the traffic units are very good about being responsive to the request. Alderman Nicholson is not here but he actually called me this week to thank the traffic enforcement unit for what it's been doing in his district. So we'll certainly do our best. The truth of the matter is that traffic officers,

- I know.

- I wish really we could request that. We actually have a dry board in our office that is full and keeps getting fuller and fuller but certainly, especially if there's an event taking place or something that you know about, you're always welcome to call my number and give me a heads up.

- And now that Bay Beach is open, you're going to have a lot of people walking back and forth.

- Absolutely.

- Back and forth and that's--

- We have the ability to put up speed signs on occasion. We don't like to leave them up for too long because people, they start losing their effectiveness after a short period of time so we just try to put them

in spotty places around the city but we certainly can spend some time there on enforcement. Like I said you're always welcome to call me and we can talk about specific events as well.

- And the same thing if you're there more often, then you kind of get to slow down and make it kind of a little sporadic because you know you catch them.

- Yeah we have certainly a number of different ways with different types of enforcement that we do, we combine some of the enforcement with education. You know we're not out there necessarily writing all speeding tickets. We write as many if not even more warnings just to let the neighbors see the fact that they were there and then it puts them at ease and then it's sort of starts to spread by word of mouth that the cops are sitting on East Shore Drive and they're watching.

- Someone made a suggestion that you should sit on a busy street or people speed or whatever and point your blow dryer undercover.

- I've considered that. Maybe I'll do that.

- There you go.

- Mr. Chairman.

- Thank you.

- The problem with this request is that it does not follow a local ordinance and I would think they would take a change ordinance regarding the common procedures in order for this project to qualify. So I would make a motion to receive a place on file this particular request.

- Okay motion been made. Is there a second?

- Second.

- Motion has been seconded. All a favor?

- Aye.

- Motion carries. Five initial request, consideration with possible action on the request for Alderman Lefebvre to establish a no parking except by residential permit zone on the north side of East Shore Drive.

- Okay I know that the Alder and I have had a discussion on this one already and I know that she has had discussions also with other members of council relative to our residential permit parking program and as more of a refresher reminder and I know that we have just addressed this over by the hospital. It's really just remedy error area-wide long-term parking issues not in the streets segments. So this is more of a long-term demand. There's demand everyday on the street. There's just no place for people to park. Larger area you know in the hospital again, perfect example of why one went in. So one particular street to have that zone is pretty difficult to think to enforce and it really doesn't go with why we have established the type of ordinance in the first place. However there was discussion between us relative to what the issues really were. The primary issue that I really had and Kathy can confirm this was that mailboxes were getting parked in and it just made it difficult to get in and out of driveways. So one thing that I offered was if there are particular residences on that street that would like to have their curb's painted yellow, this is a technique that we use in the Lango Field area and it's done based off of request only you know because there's people that actually don't want that too. They don't want to have a yellow curb in front of their house. They don't like the look of it or whatever, but if someone wants it that's something that is available and the areas that we know could be some parking issues and I think that it's just based off of the location of East Shore Circle. I mean it makes sense that there there's probably some particular parking issues as a certain times of the week. So I mean it seems like an issue that could get resolved by that action. So I don't know if Kathy have anything to add.

- You could speak to that?

- Yeah, I'm speaking with I was glad we had the discussion and I didn't get a chance to talk to all the neighbors. One house I think might be selling. It's been empty for a long time. So I have to wait until they come. It's not an issue that has to be done right away or anything but I will give that back to you. I talked to one of the neighbors Definitely I wanted to help clear up our mailboxes because before we had the mail person, we knew her and she was there a long time. If people park there she that should come up our driveway and delivering mail but not anymore.

- Unfortunately they're not like that in the city.

- No no, they get some of them get nasty and you can't control people parking there and I did one person was parked and I saw that came back from a house. I just walk down and I said I'm sorry you know you parked in front of my mailbox and my mail is going to be coming pretty soon. You know they said all you rich people people. I thought rich. I wouldn't be living in this little house if I was rich So yeah but it's just and I mean when I go somewhere I don't park in people's. We don't mind the parking there. You know it's part of a beach. I know they widen a road, we did it and it was for extra parking I think for Bay Beach but it's okay. We don't mind it as long as we can get in and out and our mailboxes are clear. So I think if we do four feet one. One resident down further building his rental I'm going to tell him I'm going to have to move the mailboxes over or they will be over too far.

- Right.

- But we'll work on that.

- Yeah we can work together on that.

- Sure.

- And that's something that we can take care of at staff. Well I mean it's already something we are

- You agreed to it.

- It's kind of hard to make a motion because I don't have the exact location at this point in time and you can refer to staff. That's fine and then we can just handle it at that

- Do we have a motion?

- Motions are made for staff.

- Second.

- Seconded, all in favor?

- Aye.

- Motion carries. Six, initial request consideration with possible action of request by Alderman Lefebvre to discuss safety measures similar to the crossing by the hospital on Webster Avenue for students crossing University Avenue to the Boys & Girls Club.

- Changing areas now. So just to give you a little bit of context, you can see the East River here. This road way here is University Avenue. Zooming in a little bit. This building here with a circular here this is the Boys & Girls Club and this is the intersection in particular I believe under discussion. So yeah actually Brad and I took a drive and we looked at this one and actually have video where it is as well if you wanted to see that but in essence what you can actually see from this map that we have, it's a t-intersection. We have marked

crosswalks all the way around. We have signs as well. So we've got pedestrian signs, down arrow at this location and as you can see there's a curve here that does create, we just had another item about a curve so it's the same as before and somewhat create limited sight opportunities and in this case would be the westbound direction. What we have done actually at the time when we install this was we installed on advanced pedestrian signs so it's before the curve. It actually has a supplemental pack that has the word ahead on it so as you're coming into that curve you can see that there's afor that. You can see that this actually is a cul-de-sac right here so like I was before on 4th Street just t's in. Obviously, at one time I believe this was a full four lane intersection but then they cul-de-sac'd this off I believe during the last reconstruction on University Avenue, but there are sidewalks on both sides and I think what's happening is there's probably neighborhood kids coming over this way and then going over to the Boys & Girls Club. Now with that said and maybe you can have Kathy add something as well but if I recall from our conversations that some of the staff at Boys & Girls Club at times they're available to come across and maybe get some of these kids, you know assist with some of these crossings you know look for the gaps in traffic that kind of thing but like I said signs are in place markings on a place. Did a cursory review of the traffic database and didn't find any crash history for the intersection itself at all and including events. So at this point in time maybe we should hear from Alder Lefebvre.

-he's the one that made the request. He works for the Boys & Girls Club but not they're on the West Side. He's at the offices which is someplace else. He made a request because kids try to cross and then they have that try to have staff to cross the street at the Boys & Girls Club to try to get across and get those kids across. You know it's time-consuming for them to always have the staff out there and he was wondering if we could do something. Unfortunately yeah the signs are there. People today don't I'm sorry, They don't look on their side sometimes and we've have people hit walking off stepping off where those supposed to stop and then they're going to turn, stepping off on the sidewalk and getting hit. So people don't look to the sides. They don't watch that stuff. It is marked which is good but we're looking for something and it's little more elaborate by the hospitals but there is actually flashers and a sign that's right there says you have to stop. Something to help facilitate that. It doesn't have to be all the time. It's more when the kids are out of school and well summer it'll be a little bit more but you know after school and just something that you could just do for safety for them.

- You think they'd still go help them across the street?

- I don't know. I wish Eric was here. I told him about it but he didn't show up. Maybe he can speak a little bit more of that but.

- Sorry about that.

- I've been having problems with the We have a GoPro that requires these videos and I couldn't see because Gives some contrast.

- But I do travel that and people do speed through there. It's a curve again. It's just another safety thing just to look at some sort solution. There it is again.

- Sorry.

- You want to know what my hand looks like.

- Some solution that will help, just make a little bit safer. I don't know if you can come up with some idea that will help.

- I guess one thing I want to do is address the actual request itself. The one thing that hasn't been discussed about is about safety measures similar to crossing by the hospital on Webster Avenue. So what we have over at Webster Avenue, I'm sure that those paying attention or have driven saw the Webster Avenue and the hospital Corridor since last year when we reconstructed it, there are actually two midline crossings that incorporate what we call a rectangular rapid flash beacons. Now those are in place at that location. We worked what the hospital closely obviously with the design so there was some relocation. We

made the hospital work with us to make sure that everything was lining it properly because initially things weren't lined up all that well. So they have for example St. Vincent has a family lot across the street and that's where a lot of people are crossing Valley Drive or sometimes people park in them across as well. There was a button activated and the rapid lights that kind of, they look like emergency vehicles lights and they just have more of a rapid flash what you would see in a standard beacon. It's roughly one flash per second but device itself is not a standard device. It actually was pulled from use for short time due to some, it wasn't a safety issue. It was a patent issue but got reinstated for use. So it's actually not even a standard traffic control device. Is under interim approval by federal highways but nonetheless it's effective. Since it's not an approved device what we did is searched out communities that have used a lot of these types of devices to come up with some criteria and we have found that the city of Boulder, Colorado actually has a pretty decent policy. In general is not just uncontrolled crosswalk but they also include DRIFB as one of the potential devices and every request that we've been getting we've been running through the criteria that they use which seems to be pretty standard. The one thing that you notice is that you really need to kind of need a kind of combination of both ped traffic and vehicular traffic in order to satisfy those conditions. Now the hospital's compared to something like this I think the biggest difference that you will find is you have a lot more crossings at the hospital. When I recently had a meeting with some of their staff and they were very happy with the devices but they also said and how many crossings are they actually have. I think his math is off by a factor of 10 or a hundred but he said it was like a million crossings But I think if you do the math it's like a hundred thousand crossings. We're looking at 275 crossings a day which I think is still probably on the high side but I don't doubt if they have a hundred people crossing in a day. It's a lot. It's a pretty busy area. As a matter of fact or yeah on our drive today when we were coming prior to Mason Street we saw the lights flashing on the southernmost crossing. So they do get used. You may ask well can't you just use them anywhere? What happens is if you use them in locations that that light really never comes on, in other words locations that doesn't have a lot of ped traffic sometimes and surprises the motorist as like I've never saw this before and then they don't know what to do and therefore the effectiveness and compliance rates go down. So less than we want to do is make a recommendation for inserting a false sense of security. That's always been a bottom line is we're all in the same camp. We want safety. We just want to put the right in the right spot. So something like this to as well as a pretty costly feature and no amount can put a price on safety. It's a different discussion but these, the ones that we put in over there were about \$7,600 per installation and did not include any of the underground base work that we had to do. That's a part of the project that's additional. So I would say you know you're looking at about probably about 10,000 a crossing.

- I mention those because I've gone through them and I like them and I think they're really and for me I saw, when I went through it was one person. When I came back it was two people. And certainly depends on maybe hours, times but I thought it was kind of a good idea but that was just an idea for you to get an idea of something. You know it doesn't have to be that. You know if there's something else that can be done that would effectively make the motorist aware that people are going to cross their or something. I'm just asking for something you know maybe they can study and see what will be another option that will be. Maybe something flashing, I mean something just to draw their attention.

- Well I guess one thing and I want to remind everyone here today that engineering measures aren't going to solve everything. It's always going to be a combination of everything. It's going to be that education, enforcement and engineering. You have them all combined and that's usually when we see the success stories. So engineers are not going to be able to solve this problem alone. I've heard multiple times you like well you know what you mean you put signs out there and they're not doing anything. Well we can put flashers on to them and they're not going to do anything. It's where we end? You know we can't throw the whole kitchen sink at this right away. What I can recommend at this point in time and this is something that we've been more or less doing to keep pedestrian crossings a little bit of different from any of the others so if you saw in the videos it's a standard diamond shape pedestrian sign. There's a pedestrian in a diamond shape. That diamond shape is a pretty common side sign and we use it for a lot of different things, merging, lane ends, all sorts of things, but what we do here now at the city is whenever we're looking at locations that were we can see that there could be potential issues, and with the curve being there that's something you're something that obviously we try to address here earlier but one thing that we do is we apply fluorescent yellow-green background to the side rather than just a standard yellow. The signing sheeting has come a long way in the last 10 or 15 years and we've standardized now you know what

laminate sheeting is ultra reflective, retro reflective type of sheeting, but in a case like this you know upgrading those signs you know to say that fluorescent yellow I think it would be something in mind.

- Why don't we refer to staff and they can take a look at it.

- Sure.

- Fair enough.

- Sure, and maybe too, yeah I'm surprised Eric's not here, but because I don't go through there all the time. You know I don't see when the kids are coming--

- Probably a certain time of day when school's out this time of year.

- And see you know I didn't have time to stop and ask the staff there but they're

- Well Dave said we try to do baby steps. We'll ramp one up and see if that'll work. If it doesn't, then we'll look, step up. Because it does get costly what you're asking.

- I didn't, I just brought up the hospital ones because I thought that was really good solution to the problem and of course cost. We always got to look at that.

- There's a lot of spots in the cities where that would be useful to so we're going to the whole gamut there so, but we have a motion to refer staff?

- Motion made by.

- Second.

- Second.

- All a favor?

- Aye.

- Motion carries. Seven, initial request consideration was it possible action request Alderman Wery to propose remedies to speeding on 9th Street especially between Oneida Street and Military Avenue.

- Is this family night?

- I think so.

- He's lucky he's still here.

- Now item seven and eight or somewhat similar and nature. I'm believing that because the reason behind them of course they're probably very similar so at least on the map I'm going to kind of show you right here. I'm going to zoom out first because the request itself is actually for, let me just double check 9th Street is this East West Street through the push pin here. Not Military Avenue is the one with the curve so we're looking at this to be the West End and Oneida Street I believe is this one. Is it not? Yeah, yeah because of it's this Westside shop over here so Oneida has a lot of trees. You think with it mean a tree it will pop out a little bit more but I guess it's a tree canopy. But anyway this will be the eastern limit of the request. So the area is self is posted 25 miles an hour. It varies and width. It's concrete street. It is an arterial street so relative to engineering applications for remedies for speeding I think we're going to be a little bit limited on what we can do. To be quite frank to only way to physically limit is to reconstruct a roadway like this. I mean people as we said before people drive what they feel comfortable and most people safely do that. It's the 15% that we always have to watch out for. In a situation like this you have a street that's one lane in

each direction. You have parking lines on both side of the street and I think that that's probably something that the neighborhood will want to preserve. The only way that you could probably physically slow down speeds through engineering will be too narrow the roadway and that would include losing parking and I don't think that would probably something that will be too favorable to the neighborhood but yeah you can kind of address that if you like. But bottom line is is that it is an arterial just happens to be that at least and probably the Eastern third of the request it got residences on both sides. So you got some residences on the western and here in the park. You do have a school, Jackson Elementary School which you know has been on the agenda here before, some of the parking and issues that we resolved out there but bottom line is that that's a 25 mile an hour road way. That's what it is. Is this something that we can retrofit the bike lanes. That's one of the things that I thought because I know we've had some success on those some streets on the far west side relative to bringing some speeds down kind of with the double bonus where your accommodating some of those traffic bikes but unfortunately we've got too narrow of a street in the situation. It came close actually in the western portion that it was narrows down. So we couldn't retrofit it with bike lanes while preserving parking. We could retrofit bike lane to get rid of the parking but that's usually not a real popular item moving forward but you never know. I'm open to that option if indeed we get some support behind it, but and then we also have some issues too with the pavement conditions because it is an older concrete section and the joint line will you put a bike lane anyway so it's really something that you want to avoid if you've got some joint issues, you know from frosting and things over the years that that connection within that bike lane. But I guess when it comes down to I'm just going to reiterate what we had talked about Church Road. I did mention this is an arterial roadway so again you know something like speed bumps or something like that it just won't qualify for it and that is the policy that was adopted by council about two years ago. Other than that, I mean to me like I said speed is number one. If indeed this is an issue that's happening all the time, I'm sure that perhaps maybe the Alder can expand on this because I'm sure maybe he's has a little bit more contact with some of the residents but there has been some nighttime crashes that occur in this corridor mainly there been vehicles that have left the road and hit houses. I believe it happened twice on the south side of the road. So these are kind of and I'm not downplaying them, I mean they're horrible events but they're kind of anomalies where I think you know they have been in the middle of the night. You got people going you know 90 to maybe 100 miles an hour so that's difficult thing to control. It's one of those things. I think everyone sits around and goes well what do you do? How do you change that in a driver behavior. They're definitely in that 15%. They're within the 1% or whatever you know. It's a very difficult thing to accomplish. Through engineering I really don't know how we would do that. Perhaps the reinforcements, education, I'm not sure. Anyway that's really about all I have on there.

- Alderman can you speak there?

- Sure. Hello traffic Commission. How are you?

- Good, good. Long time since teen nights.

- I know.

- We used to work teen nights together. Yeah this issue as Dave mentioned a couple years ago a house on 9th Street got hit by a car and it was a fair amount of damage but they fixed it up in the same family is there. You probably just by pinpointed it there. People like to travel down 9th street heading east and get airborne because it's a it goes down hill. Some neighbors witnessed people

- There's a great change. If you're going

- So what happened a couple of months ago is someone got airborne and hit that same house again and totaled it. The Jablonskis live there and they have to live with their parents right now and because they totaled it. They were home at the time and they missed a couple of other houses and hit the same house again and knocked it off its foundation. So they have to rip it out unfortunately. So the neighbors then brought to light, hey this is an ongoing thing people trying to get airborne and this kids or whatever they got airborne and lost control. So they wanted me to bring it forward and see what we could do. I know speeding is an issue everywhere. We have a lot of speeding everywhere in the city. No reason not to try

and do something but there's no rush on this. If we can work together, reefer it look at a speed study. You know I'm just going to give you the things they requested. I know some of these are not possible to due to the size and expense obviously. They asked about a roundabout. They asked my speed bumps, four way stops, curbing the streets like you had mentioned there, curving it so that they have to actually have to slow down.

- Chicane?

- Yeah, like you did up here on Broadway. They're just curious if it was possible? Is the expense too much? Is it is there any other options? Seven and eight really are intertwined together, the intersection and the strip on 9th. I think the residents are fine if this gets referred to staff to look at the speeds and see is it a bigger issue that we know or is it that 15% and what are some options we could do whether it's to get more traffic officers. I think one for the west side, one for the east side works out pretty darn well. They pay for themselves.

- These crosses into the house you know we are doing that enforcement on weekends with the task force and the local law enforcements because I think that's really the crux of the responsibility there. I mean certainly speed is an issue but what I think what we're finding at least those two accidents and then the fatality that we had a year-and-a-half ago, all went with either drugs or alcohol involve too.

- The other one they were coming the other way and they swerved and hit the curve and got airborne and a car split in half on a tree.

- Correct.

- That was a around Easter time.

- It was on Easter.

- Yeah, it was right on Easter.

- So there are and I agree with Dave, I think these are anomalies but they're serious enough where we obviously should be discussing it but they reality this isn't your typical 15%. This is an extreme situation and what are the chances that the house gets hit twice? So I don't know, buy a lottery ticket.

- You know if it draws that the ridge, that median, they're going to fly and they see how far they can go before they can come back down.

- Sounds like it's two ridges there, too. I drove that and there's one just west of there kind of like almost by where the school property starts. One is a little dip there and then there's another dip right at the end of the intersection actually. Therefore it's Ridge Road and I always thought those ridges were just I was kind of that grade point there, but a good thing is you know and one thing that the Alder did mention is about finding out when this is happening and the fortunate thing is with our surveying techniques, our speed surveying techniques we leave the equipment out all the time and we'll leave it off for a full week because it's always a good idea that way you get somewhat of a picture of what's going on during your normal weekday, school, what not and then also during these down periods on what's happening. So that's easily something I mean we have that capability of doing that and bring it back some very reliable data.

- You're getting that out the next two weeks so you can capture the end of the school season?

- I got you beat. They're already out there.

- Cool.

- Dave is always on the ball.

- You know it's just one of those things where we have a program and when we see something you get it in there for a week and just get it done.
- So I brought it forward just as the initial.
- So refer to staff is that what?
- And that's fine.
- Seven and eight.
- We appreciate it. Okay so entertain a motion for the staff?
- Mr. Sherman I move that we refer seven and eight to staff
- Motion being second, all in favor?
- Aye.
- Motion carries. Nine, initial request.
- Could you could you give me just one second I've got two items I got to go through on this if you wouldn't mind.
- Sure.
- Okay now we're on the next item and...
- Consideration of possible action on request by Alderman Wery to implement a Citywide study of all Green Bay public schools for crosswalk enhancements and crossing guard placement.
- Okay, and actually my responses pretty simple. We've heard this request actually quite recently by Alderman Galvan. Their result from Traffic Commission and from Council was to create what they call a traffic safety task force. I've been in touch with Celestine our chief of staff and Alderman Galvan relative to this and that process is moving forward now. If you recall, the impetus of such as task force is not necessary to conduct engineering studies or things like that but it's more less to trying to come up with solutions on how we operate the city to change the driving culture. That's really the objective of this task force. Secondly, and this is probably a little bit more aligned with what the request is is that we have now under way a safe routes for non-drivers study. That actually that contract was approved I think in April. I was about to kick off meeting for that to form the advisory committee and come up with some overall objectives that we want to see is a part of the study. It's really kind of a two-part study. A lot of you probably heard safe out to school. So this is a safe out to school plan that's incorporated in it as well as a city bicycle and pedestrian plan. We're one of the last cities that actually in this area that does not have one. County has one. Some of our neighbors as well but we saw the need and we wanted to say let's expand the scope of this study to include the bike ped plan for the city and also have the safe routes. So part of that process, crosswalk enhancements, crossing guards, that's all folded into the scope of that study. So something like this, we could either receive a place on file, you can just, I can just literally just refer this item to them, but they would look at it and say well this is what we're doing anyway so I don't really know what kind of response they have. Other than we already doing it but that's really all I have to offer on it.
- Alderman do you wish to speak on this item or do you have somebody?
- If you don't mind yeah
- Do you have anything? Do you have anything? Okay, all right. One second will get we need to--

- Suspend the rules. Suspend the rules, thank you. A motion to suspend the rules because an interested party wants to speak. Second. All in favor?

- Aye.

- Motion carries.

- Okay sir, you can come up to the microphone and in a precise three or four minutes if you can describe your name, first your name and address please.

- Chris Calloway, 207 Cleveland Street Green Bay, Wisconsin, 54303.

- Okay, thank you.

- Actually on March 2nd, my teenage son was hit while crossing at the corner of Shawano and Gray Street in the crosswalk with the crossing walk, lady ran a red light, hit him when he was crossing in that intersection and proceeded to turn left go down the street come back, briefly asked him if he was alright. He said I think so Gone, and we weren't able to find a driver at all. Luckily he was only bruised, not seriously hurt but he made a mad dive back to the sidewalk and he still got hit in this instance. You know I understand and I've had discussions with the gentleman over here over the phone and you know what they came back with is a I couldn't even discuss this without getting my Alderman involved which I thought was kind of silly to move it forward and then too that I've driven through, I'm gone to union meetings in Appleton and different places with my union business. I've seen a lot of different crosswalks in downtowns and stuff that do that a lot of the cities that do this much better than we are right now as far as major intersections crosswalks. in Channel Avenue is one of the nearest cross walks to the school and when way down to 12th Avenue and a lot of these kids are crossing in between that and Officer Wright we've talked to her. The officer involved in the scene coming to it and she thinks there is a great need to improve this in that area. Also by Franklin she said that they've had a lot of problems where the city crosswalk is for the city employees too that they have a lot of problems with traffic and trying to cross. So I think we could do a much better job. I mean I've driven through Ash Robin, they've got signs up with a little kid crossing in a center. They have a lot delineated the crosswalks, delineated a lot better than we're doing and I think it's a big safety issue. You know being a teenager or not, you can defend yourself from a car. I was just really shocked to see that he was he's done what he was supposed to be doing and I understand we could probably declare those sun line because of in the morning, you know the driver was facing east right into the sun so I'm sure partially is that but I just think we have to go do a much better job of delineating our crosswalks so that they strike you. You know just west of that if you go to the trail across to Shawano Avenue we have a center island, we have a lot better signage for trail, but these are a lot of kids every day. A lot more people cross that road way in the middle between Oneida Street and Gray Street and 12th Street than probably cross that trail, but we have a much better signage and much better crossing for the trail and I think just think that we could do things. I don't think they have to cost a fortune, but I think we have a lot better signage and a lot better delineation that make them stand out and our kids are valuable to us. I mean they have enough problems when I get to school worrying about that what's going on there but can they get there safely. Thank you.

- Thank you for coming. I'm glad your son wasn't hurt any worse than he was. Good comments. Anybody else can speak to this Alderman? Anyone else and the gallery that?

- Thank you. Thanks Chris.

- How about we just go back to regular business.

- Motion.

- Second.

- All a favor? Okay we're back to regular business.

- Thanks. When I put this request in I must have been just after Alderman Galvan put his in so maybe we dovetail and I didn't know we dovetailed that closely but we do have a timeline on when that will come back or. Is that a month or 6 months a year?

- For the actual safe route plan, that's obviously I don't want to more official. I mean if someone's contract so there's always obviously a defined schedule. This can't plan it supposed to wrap up and made 2019. They have to do a lot of data collection they have to do obviously just at the recommend and there's a lot of meetings as well. So the timeline is looking at getting some final draft for this that's going to be ready for city review and ultimately Council and approving service committee by sometime in mid 2019.

- So about a year.

- Yeah, now to be quite honest that's a pretty fast track. I mean a year sounds like a lot of time but this is a big big project. It's huge, but then the task force itself they have one. I haven't been alerted of the time frame. This is kind of the mayor's office, this is their project and they were delegated I should say by Common Council for the mayor's office to create this task force involving with Alderman Galvan, so like I said that initial phases have been started with it and based off of the conversation that I had with Celestine but to be quite honest the task force like that I don't necessarily know if it has an end. This is something that I think that probably needs to happen in order to create change in the drivers' culture and that's really the objective is and I think it's a great objective.

- I can make it mention it to the mayor as well but if you could mention it to Celestine and Mr. Calloway perhaps will be interested in serving on the board volunteering as a citizen member to offer his, a parent, it's his decision but I'm not sure how we're constructing the--

- I would refer that to Celestine.

- If you could as well that'd be great because if it's okay to have volunteers.

- Yeah, definitely fits the mission there.

- Just a comment. As you know I'm chairman of the Green Bay Neighborhood Leadership Council which is the umbrella organization for all of our neighborhood associations. Speeding is the number one issue by far. When we did this survey recently, that came up as a number one issue of concern in the presence of the neighborhood association so it's something that the city council really needs to address probably in the budget section.

- Agreed. So if we wanted to wrap this into the current task force, that's fine. They're the same groups and we can get some more citizens involved that would be big to. Hopefully get some things implemented sooner. I mean the safe study thing can be done in a year but then the task force could get things done and implemented much quicker and bring forward ideas.

- And I think Dan you kind of hit on it that the objective that group is how do we change that culture. Obviously is going to need money and resources to apply to enforcement of those laws and other things. That same issue part that I think so I think this next budget cycle is going to be pretty critical. It comes down to that. So you know that's something that I did implore to Celestine is that I think that we've got kind of a shorter time frame here because of budget cycle is coming up. They're planning is starting in June. Normally June, July we're putting numbers together so it's coming up pretty quick so I did emphasize that we need to get on this pretty quickly.

- If the Traffic Commission could send a recommendation for additional funding for these programs. Thanks.

- All right, thank you. So far item nine shall we receive a place on file to coincide with your that you've already started Dave or how do you suggest?

- It's your motion, I mean like I said I think the overall request itself is being addressed by both as we have relative to the recommendations and so forth. That's something that can take place between the Alderman and myself.

- I moved to place on file.

- Motion's been made. Is there a second?

- Second.

- Motion made and seconded. All in favor?

- Aye.

- Motion carries. 10, a 90 day trial termination establish a one-way yield condition on Raccoon Berry Way at Indigo Bluff Drive.

- I recall this as under a subdivision. This is team T intersection a very logical place for a yield condition and there was a curve involve too as well so we saw the different definite reason items working well. So I make a recommendation to approve it by ordinance.

- Motion's been made. Hear a second?

- Second.

- Second. Second, all in favor?

- Aye.

- Motion carries. E under informational?

- Hold on a second here. Okay, I'm ready.

- Request Alderman Lefebvre to clarify who's allowed to occupy a no parking zone.

- In general no parking zones are, nobody should be parking there of course. If you get out of your car to take your keys out go do your business and leave your car there that's really, there are exceptions under state statute and the city has also adopted state statute by ordinance. So the exceptions to the rule are loading of goods, loading or unloading of goods or people. So this is a primary reason that if you go by school when it's released time and you see parents sitting in their car, they're occupied their vehicle in a no-parking zone for school days only. That's the reason they're not getting a ticket is that they can move at any time. If there's something that happens, and Officer says move along, they move along. It's also then I guess you say part of a getting to work around our schools but in general loading and unloading of goods. You'll see that in certain areas where we've establish unloading zones or is just to say there's someone moving or there are UPS drivers FedEx drivers, they'll park in in the parking lane and it may say no parking. They'll throw their flashers on, they'll go do their delivery and come back. It's more of a something quick turnaround like that and then they are actually within view of their vehicle. They can see their vehicle and their stop will be really just very momentarily and to expand on that though I did have a conversation with the Alder about this and it was and maybe she's got more to add but it was more of a clarification on East Shore Drive where you may recall where it turns into that bike lane. So as you proceed towards EWGB we've got a length of East Shore Drive that consists of a bike lane and a travel lane and the sign well remember the request no parking bike lane. So the question was asked of me is it legal for them as in a FedEx driver to park their vehicle in their location and go make a delivery across the street? Because as

you know all the homes on the north side as well and that's where all the drivers are and there's nothing on the south side. It's a wildlife sanctuary so the answer to that is I don't know if there's really a real clear answer because a loading and unloading, a delivery of goods it's actually taking place. That driver is an attendance of the vehicle but they can usually see it. Now most drivers are a little longer. So I get that. So you would think well why don't that driver just pull into the driveway and do delivery. So I thought about that and I didn't make any phone calls but I have some more question whether or not they may have policies, these companies may have policies because some of these trucks are on a little bit bigger side. If they saved if you can avoid being in the driveway avoid being in the driveway because it's probably a liability thing. You know someone might say well I didn't have that crack in my driveway and all of that vehicle is there. Again I'm just I'm just thinking out loud on something that I thought of something is potential. I don't know if this policy exist but it seems like it probably could which is probably why you see a lot of these delivery drivers they don't, I mean I know what I've got deliveries at my house they don't come in my driveway. They park on the street and they make a delivery and then they move along. Now the fortunate part is that the occupancy is usually very short lived. In this case is a little unique because you're throwing a bike lane in there and a bike lane is technically a travel lane. So are they obstructing traveling? Potentially yes. I think you kind of have to look at context of it at the same time though as in if a bike does come up and there's someone parked there, from my understanding that there used to be a lot more parking activity until we put those signs up which is really just last year that these bicyclists will just do logically and just probably go into the motor or the travel lane, vehicle lane and then go back and diverge back into the bike lane and bicyclists as we know can occupy legally the traveling lane as well. So it could be a lane deviation form obviously they got to look behind them and see if everything is clear to move around. So I think it's somewhat of a gray area to be quite frank. You know I'm not an enforcement officer and I don't know exactly what a parking officer or potentially a police officer doing the situation, but I clearly see that again and I'm not a judge too, but if it came to court or something I have no idea if a judge will throw a ticket like that out or not. These laws are really only as good as they are enforced and they are educated. So I think that's just kind of, I know it doesn't directly answer because I don't know if I really have a good answer for it but I think, you know at least--

- The reason I brought this up is because when I drive around the city and I see the complaints, the FedEx thing. There's a bike lane there and it says no parking bike lane. If a car parked there in a police officer came along, and they ran across and a house or something talking to people, this guy would maybe we'll be a bit, I don't know if he went to the house or not but the person was home right there. It's a long drive away, you can't really see up there. If I park there and a policeman came along, he'd give me a ticket. You can't park there, you need to pull in the driveway. So I want a wise FedEx is allowed to park there and I mean even across the road. He wasn't even on that side of the road. He could park there is no problem with him pulling in the end of the driveway because his truck is not that heavy because when we had our driveway paved we used to have oil delivery. Our neighbor let us, he would just pull up in his because it was real close and he could just do it because his truck and my brother had informed was going to be too heavy for what they normally a driveway width and depth. His truck is not that heavy. When we have mail delivered, the mail never because all our mailboxes are down by the road, they never park there. They go up the driveway and deliver it. They don't park there. They just do So I have a question on that but there's other things, landscapers. They don't pull in driveway and they're there for an hour or more. They park there. It was on Street, that's a busy street. I was coming from the north and there was a delivery truck. They were delivering all kinds of stuff. They had no signs and nothing saying they were there. They were occupying a driving lane. I don't think that, to me personally that's a safety issue again too. You have a lot of traffic and then all of a sudden whoops, you have to slam on your brakes or something. You see this big truck stopped completely. You know that's a busy street. So certain things businesses shouldn't be allowed to be doing this. I don't care what the company says. I mean if there's no parking there is no parking personally. Okay I can see that and school If it's not a busy time of the certain ones that they've got their flashers on, people know this is a school. You're supposed to slow down anyway and watch right. I can see it there, but some of this I don't think it's becoming more than you think. I've traveled different areas and I've seen a lot of this going around. So I think it's getting out of control.

- For me I'm not sure it's an issue for the Traffic Commission.

- I have made some responses for that and not in support or whatever I mean just I have up on here here's a roadway like Monroe Avenue. It's a four way roadway undivided. Now the difference between something like an East Shore Drive in this is that this is actually designated as two driving lanes. I mean it's an arterial street and so is East Shore Drive. This carries a lot of traffic. So something like this and Greg correct me if I'm wrong but if someone plunked down on this road, with any sort of temporary traffic control or anything like that for some time and technically that's a moving violation. They're occupying a travel lane and creating a traffic issue.

- Impeding traffic.

- Yeah they're impeding traffic so in a situation like that, I think that's the citable offense.

- But they could easily pull in the driveway and get down to business.

- Sure sure. Now on something like every once in awhile we get something like a moving truck or something like that and they'll ask can you do this and we stay well conditionally you can. What are those conditions? Well we have what's called a street obstruction permit. Street obstruction permit allows contractors, movers, you name it, someone to occupy part of the roadway and basically block it you know when they're sidewalk construction, utilities, things like that. That's what that's for because that work has to get done. I mean it's not a matter of if. It's a matter of when and how. And how to do it and that's why you start to see orange signs and cones and barrels and all of that. That's what the whole process is. So on a roadway like this if you're going to be someone's moving or obstructing that lane and we've got some issues actually with Brett's car prior of his retirement we had work with a couple of issues that we had at the University. There was a couple of places where these semis were just plump down for 15-30 minutes or something like that and it was like where you can't just do that. So these are situations where sometimes you kind of have to get it at the source. Like okay where is this delivery going? It's a store? Will you tell these people they can't deliver there. It's either that or you're going to have to obtain an obstruction permit from public works and sign it properly. Just like you see on your roadway construction. Road work ahead, right lane closed ahead. You know what I mean that's really not feasible for them. So then they'll usually just say we'll park on the side street and shuttle it in. That's what I've seen I know people have moved in and out of Monroe and we would say we'll give you a street obstruction permit to park on the side over here and those say well we'll get a shuttle vehicle and will shuttle it back and forth. I mean so it's something that sometimes they come to you asking how to do it and do it right. Sometimes you don't have people that really abide by the law. They just want to do things the way that they want and then we catch them. So you know it's unfortunate that everyone doesn't comply with the law so it's just a matter of whether we if you catch them or not and then how do we rectify the situation. Like I said there are some locations where you'll see this occurring in certain spots and we can rectify it.

- I kind of wanted a little clarification, too, and then I was just concerned to some of these things and I've seen there's a lot of landscapers that do this a lot.

- Right, but the thing is--

- I don't think that you know.

- The biggest distinction I would make especially now that you brought that up is that when you have a roadway let's say well we brought Main Street up. Main Street has one lane and one parking lane. It doesn't operate as two lanes and it should or something like this it's marked as a four-lane. It's in the books as a four-lane, an arterial, that kind of thing. That's kind of a different story because this is so heavily traveled that it really you know once someone sets down and obstructs that area, it really creates a problem. Where in another location we have a lot lighter traffic, it's a parking lane, people are expecting things-- So it's a little bit of distinction between two.

- Sure.

- Okay, good. Thank you. Public hearings, that's a new item. Is there any limit that Dave or we ready to adjourn?

- Let me just I'm going to... I'm just gonna put down Okay there's adjournment. Yeah so I mean the next, it's right around the next date on here but it is the third, they typical--

- Third meeting time.

- Third Monday a month, so on the 21st or something like that or?

- 19th I think it would be.

- That sounds right.

- 19th I think, June 19th. Okay well entertain a motion to adjourn. Anybody still have issues or second it? All in favor?

- Aye.

- We're adjourned. Thank you all.

- Now we do we have to sign off?

- There we go.

- And the are you sure?

- We're sure right Ray

- Oh you log out.

- Hit the X right theredo you want help.