



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, JUNE 17, 2019, 5:30 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

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

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

Present and Not Voting: Matt Kuepers

Absent: None

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, June 17, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens to approve the agenda for the Monday, June 20, 2019 Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried.

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

No- None

Abstain- None

C. APPROVAL OF MINUTES.

I. Approval of the Monday, May 20, 2019 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens to approve the minutes from the Monday, May 20, 2019 Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried.

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

No- None

Abstain- None

D. REGULAR BUSINESS.

I. *Modification of 90-Day Trial*: Consideration with possible action on the request by Ald. Scannell to establish a NO PARKING zone on both sides of Vroman Street from Elmore Street to Mather Street. (Ald. Scannell – District 7)

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

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

No- None

Abstain- None

The following people spoke in favor of the request:

Ald. Randy Scannell - District 7

Dan Becker - 626 Vroman St

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

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

No- None

Abstain- None

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan to:

1. Rescind the current 90-day trial to establish a NO PARKING zone on both sides of Vroman Street from Elmore Street to Mather Street.

2. On a 60-day trial, establish a NO PARKING zone on the east side of Vroman Street from Elmore Street to Mather Street.

Motion carried.

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

No- None

Abstain- None

2. *Postponed from the May meeting:* Consideration with possible action on the request by Ald. Steuer to review the lighting and signage of the St. Mary's Hospital corridor (Dousman-Shawano-Taylor-Military). (Ald. Steuer - District 10)

Ald. Steuer spoke on behalf of the request.

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to receive and place on file the request to review the lighting and signage of the St. Mary's Hospital corridor. 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. Steuer to look at the feasibility of left-turn caution arrows along Military Avenue traffic signals between Shawano Avenue and Mason Street. (Ald. Steuer - District 10)

Ald. Steuer spoke on behalf of the request.

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens to receive and place on file the request to look at the feasibility of left-turn caution arrows along Military Avenue traffic signals between Shawano Avenue and Mason Street. 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. Nicholson to change the 2-WAY YIELD condition on Juniper Drive at Laura Street to a 2-WAY STOP condition. (Ald. Nicholson – District 3)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens to receive and place on file the request to change the 2-WAY YIELD condition on Juniper Drive at Laura Street to a 2-WAY STOP condition.

Motion carried.

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

No- None

Abstain- None

5. *Initial Request:* Consideration with possible action to address chronic complaints regarding speeding on 12th Avenue. (Ald. Johnson - District 9)

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

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

No- None

Abstain- None

The following people spoke on behalf of the item:

Ald. Brian Johnson - District 9

Gregory R. Hale - 922 Howard St

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

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

No- None

Abstain- None

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

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

No- None

Abstain- None

The following people spoke on behalf of the item:

Ald. Brian Johnson - District 9

Gregory R. Hale - 922 Howard St

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno to close the floor for discussion. Motion carried.

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

No- None

Abstain- None

Moved by Ald. Craig Stevens, seconded by Commissioner Brighid Riordan to postpone the request to address chronic complaints regarding speeding on 12th Avenue until the July meeting. Motion carried.

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

No- None

Abstain- None

F. INFORMATIONAL.

I. *Next meeting:* Monday, July 15, 2019 at 5:30 p.m. in Room 207

E. PUBLIC HEARINGS.

G. ADJOURNMENT.

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

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens to approve the current meeting of the Traffic, Bicycle, and Pedestrian Commission. Motion carried.

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

No- None

Abstain- None

VERBATIM MINUTES

- It's recording.
- There you go.
- Okay, let's call to order the meeting of the Green Bay Traffic, Bicycle, Pedestrian Commission for Monday, June 17th, 2019. I'll go to item A, roll call. All present.
- All are present.
- We don't need to do a formal who's who, do we?
- No, we're logged in via the CivicClerk, so we're good to go.
- Okay, all right.
- [Man] They've just started.
- Move onto B, approval of the agenda. Approval of the Monday, June 17, 2019, Traffic, Bicycle, and Pedestrian Commission meeting agenda.
- Mr. Chairman, I would move B and C.

- Okay, motion made for B and C.

- Second.

- A motion has been made and seconded. All in favor?

- [Together] Aye.

- Motion carries. D, regular business. Modification of 90-Day Trial. Consideration with possible action on a request by Alderman Scannell to establish a no parking zone on both sides of Vroman Street from Elmore Street to Mather Street.

- This, we're only about one month into the trial, so about a third into it. And during this time I've received some emails, from the Alder who is present tonight, basically complaining about the zone being installed and that there sounds like there may be some sort of compromise that instead of having both sides being restricted that the residents would be okay with one side being restricted. And at this time it looks that the east side would be the more preferable side to keep it restricted, and the west side, to have the signs removed. At looking at this, I know we do have a narrow street, but it also is a very low traffic volume street. And if we regulate it on one side, if you have a 100 vehicles on that street I'd be surprised, per day. I would think that it would be pretty much self-regulating, you're not going to have that situation where you're going past a parked car and two way traffic at the same time because it's that low. So based off of that and what we're hearing from the residents, I don't see an issue with that. So I'd say, my recommendation would be to, technically what we need to do is rescind the current 90-Day Trial, and then basically have a new motion for establishing a no parking zone on the east side of Vroman Street from Elmore to Mather, and then we can modify the length of that, so it still emulates a 90-Day Trial, so some sort of, technically, about 30 days in, we'll just say a 60 day trial. That would be staff recommendation. I know we have the Alder here, and someone here who would like to speak on this item.

- You want to speak to Vroman?

- Yep, yep.

- Okay.

- District 7, Randy Scannell. I have went, and I've knocked on a lot of doors since this happened, and the residents would like some parking on their street. It's a hardship for a lot of them. There are a lot of them who have, they're multi-families, many people living in one residence, and there's two, three cars, and to be able to use some parking on the street, even for 10 minutes 'til they jockey their cars around. So to keep it on one side, this whole thing started with a resident complaining that she couldn't get out of her driveway with all the cars parked on the street. So if we take it away from the east side, that will alleviate her problem. And if we allow parking on the west side, that will alleviate everybody else's problem. So a win-win all the way around.

- You've talked with Dave, you're good with what is--

- Oh yes, yep, Dave and I have been in contact talking back and forth, and yep, this is excellent.

- Do you have somebody to speak to it then, or?

- If he wants to.

- Did you want to speak, sir? You don't have to, I just thought, just seeing--

- Well, I just--
- One second, if you want to speak and we'll-
- [Randy] Does he need to--
- Does he fill out the form?
- Yeah, and suspend the rules real quick.
- Yeah, he should fill out a form, but.
- Yep.
- Okay.
- But nobody else is speaking here tonight, so we're--
- Motion to open the floor.
- Motion made to open the floor.
- Second.
- Second, all in favor?
- [Together] Aye.
- Motion carries.
- [Dan] I'll just, it'll take me longer to write it out than. Who gets this?
- Just give it to Dave there.
- I'll give you this.
- Thank you, Dan.
- My name, Dan Becker, I live at 626 Vroman. And I guess I'm here just to kind of back up what Randy was saying about the parking. When we got the signs up on both sides, nobody knew anything about it. It was, I guess, kind of surprising. We live on two blocks long where we're getting the no parking, it's a four block long street. And like most of the north south streets on the west side, none of them really go anywhere, they all get cut off after so many blocks, other than some of the major ones. I have noticed, since they've got the no parking on both sides, the speed has increased because they've got a wide-open street now. And that's somewhat of an issue, a little bit, residential-wise. It's just more of an inconvenience right now, not being able to park. I haven't lived there, but that's my parents' home from 1960 'til now, so I kind of know the neighborhood and all, it's never been really a problem. It has been as of like this winter, but there were a lot of streets where the streets were narrow because of the snow thing. But I do think an actual, it will better with no parking on one side of the street, it will. It will help a lot with traffic. And I guess that's all.
- Okay, thank you for your comments, thanks for coming.
- Okay.

- Thank you.
- I don't think we have anybody else to speak to that item, so I'll entertain a motion.
- Motion to close the floor.
- Motion made to close floor back to regular business.
- Second.
- Second.
- Mr. Chairman, I--
- You second that?
- Oh, no, Brighid.
- I did.
- Okay, all right, I got, go ahead, Dan.
- It seems that everybody's pretty much in agreement with the staff recommendation, I would move, can I just move the staff recommendation be approved?
- Yep, okay.
- That's my motion.
- Okay, a motion's been made, do I have a second?
- Second.
- Seconded, all in favor?
- [Together] Aye.
- Motion carries. Two, consideration with possible action on a request by Alderman Steuer to review the lighting and signage on the St. Mary's Hospital corridor, postponed from the previous May meeting.
- Yes, we still are not in receipt of final traffic impact analysis from the developer's consultant. There are a couple of different options at this point in time. We can continue to postpone the item, or we can receive it and place it on file. I believe, Alderman Steuer, we've discussed this, and I believe you were more recommending the second option, and if you wanted to bring it back you could always place another request in.
- [Mark] I know we can bring it back, but it's just, well, I'll come up. Tell everybody.
- Hello.
- [Mark] Dave and I have talked about this a little bit. We have a clinic that's being built on that corner. It's a very busy corner to begin with, it's over on Taylor and Shawano. The request by some of the neighbors was

just to look at that entire area for signage and such, but traffic flow as well. And the thing is it's anticipated, they're anticipating the amount of traffic that may be there. We've been waiting patiently for this report, and we want to be good neighbors with them and vice versa. I think it's important that that information be shared. So I'm just waiting for that. So either way, I don't know, receive and place on file I suppose, I guess, I don't know, it will come back.

- It's probably the most appropriate, and what I've maintained all along is I think that this report is going to address the concerns of the neighbors. They want to find out what kind of traffic is going to be generated by the development, where the driveway access points are, and this report's going to have all of that information, so once it becomes available, this will be something that can be shared with the neighbors.

- [Mark] I guess one question I have, is when you do a traffic study, there's anticipated traffic, but once the development's in place, then it will be a different number I would think, so is that something that over time, that's something that is looked at, or is that just would have to be requested at a future time?

- It would have to be requested at a future time. It's not like we do a follow-up to see how accurate those numbers, the numbers are usually, they're close enough to give you, to get you in the level of service ballpark, and that's typically what people want to know.

- [Mark] Okay, that's good for me. I'll just stay up here because I have another item.

- Well Alderman, you've just got to walk back up. Okay, let's motion, item number two then.

- Motion to receive and place on file.

- Second?

- Second.

- Motion made and seconded, all in favor?

- [Together] Aye.

- Motion carries. Three, Initial Request. Consideration with possible action on a request by Alderman Steuer to look at the feasibility of left-turn caution arrows along Military Avenue traffic signals between Shawano Avenue and Mason Street.

- I'll let the Alder go over it, since he's already there.

- Okay.

- [Mark] All right, yeah. Well this has been interesting. I've met with Dave a number of times, and I've actually gone out with citizens, and we've actually driven up and down Military Avenue. And of course, we're all familiar with the project, they were looking with roundabouts at one time. Well that didn't work out, so now we have the traffic signal. So what we have found over time, traveling up and down Military, because it gets pretty busy, Shawano and Military, and then Mason and Military, seem to be the two really busy, busy intersections. I think last year I had talked to Dave about looking at the possibility of if you got green, and you're moving north and south, to have yellow caution arrows on so that you can turn instead of waiting at a red light. That was one thing, and I think I do understand a little bit of where you're coming from because it's separated by an island. So we're just looking for fluidity of traffic, I guess. And I don't know what that may take, but Dave was mentioning something today to me about that some of those signals on Mason Street, basically from 12th all the way up to Mitchell, past Military, are going to be redone. So there's going to be some of that may be dealt with there. And I guess I would just wait to hear from you on that.

- Right, right. Yeah, I secured a grant for reconstructing all the traffic signals on West Mason Street, basically from Fox to 41. And as part of that, the Military Avenue signal will get some modifications done to it. As we know it is a, still a relatively newer signal, it's got the newer technology, built in 2010. At the time, flashing yellow arrow, that's the caution arrows that the Alder is referring to, flashing yellow arrow was not an adopted practice by the federal highway administration, it wasn't allowed. It was more of an experiment at that time. Since the construction of Military Avenue, it has been approved. And you have seen them in a number of intersections in the City of Green Bay and our surrounding metropolitan area. And the flashing yellow arrow, it's really no different than when you would see a green arrow, yellow arrow, and then all of a sudden you would get the circular green, and if you wanted to take a left, you could permissibly take a left once there's a gap. Flashing yellow arrow is really now different than that. All it is is it's a reminder to the left turning motorists to just use caution while making that turn, rather than thinking that with the green ball indication that they may have the right of way. That was the whole reason for introducing flashing yellow arrow. Now the two intersections that were mentioned, Shawano Avenue and Mason Street, those two intersections with Military have what we call protected only left turns on Military Avenue. They're dual left turn lanes, higher volume, higher capacity. And again, at the time, the practice in the industry was to use protected only left turns because of the nature of the dual left turn. With a dual left turn you had to go with the green, yellow, and red arrow, you couldn't do a flashing yellow, it wasn't available, you couldn't just go with the solid green ball based off of site issues and some other things like that. It's mainly during the busy peak times it gets just to be a little bit more of a dangerous turn. There's been some changes in what our industry does now. Just based off of the advent of the flashing yellow arrow and the experiences that have been seen nationwide, and now there is some practice now of going protected only, meaning keeping it the way it is right now during the busier times, but once the traffic volumes start to drop and the gaps start to get bigger, the traffic volume, it's just much easier to take a left turn, we would have the option of using a flashing yellow arrow. So as part of this West Mason project, I'm actually building that into that intersection, where we're gonna be switching out those heads to four section heads. During the peak hours, running it like it is now, and then once the traffic volumes go down, we're actually gonna start using the flashing yellow arrow on those movements. So that will be the significant change at that intersection other than that it pretty much is going to stay the same. Now the other intersection that he had mentioned is Shawano Avenue. They're very similar in design. Now that intersection is not inclusive of this project that we're doing this year. However it's on my radar for improvements, probably for a future traffic signal repair program, just to make them similar. We have two intersections that are very similar in design. They're not all that far apart from each other. So it's actually going to be part of our future work to make that conversion similar to what we're doing on West Mason Street.

- [Mark] Okay, I know we had talked about that. I guess I was wondering, on Military Avenue. I don't know if you do it for that road or other roads too, but is there some kind of a report or study talking about, let's say if you're driving from Bond all the way down to, as far as Lombardi, as far as times of the day, traffic. The reason I bring that up is, for example, when you're turning left as you're going south on Military and you come up to Mason and you want to make a left hand turn and go east, the green arrow there lasts like four seconds, or five maybe. You might get two or three cars out. So I guess, Dave, what I'm asking is, just to keep the flow going, I think some of the neighbors get frustrated with that, and it's more or less just to look at each of these intersections and make sure that things are being done in a timely and efficient manner. I think most folks would be good with that. But I'm just wondering, is there anything that was done on Military Avenue that actually talks about the travel times between lights and such, is there something, some animal like that?

- Yes, well back in 2009, 2010, we did a citywide re-timing. That was pretty much every signal was evaluated and re-timed based off of current traffic volumes. Back in, I think it was '16 or '17 that I combined two systems, I combined the West Mason system and I combined the Military Avenue system. In essence because of the intersections such as Mason and Military, there is a lot of traffic that go from one street to the other, so I thought it best to combine the systems to get some sort of coordination, not only along each of the corridors, but to get some predictability between the two. So there was actually a re-timing project on that, so it's not really all that long ago. You're right, I actually have heard some similar complaints of what you said about the south bound to east bound left turn, that the splits are a little bit higher than you described, and

they are flexible and variable, based off the amount of traffic, so the more traffic that's there, it would give it a longer time. What we do find at some of these locations though is that if the headway gets to be a little bit too long, the signal does what we call gap out, as in if the traffic doesn't continue to flow, the signal just thinks that okay, well, the traffic's not flowing. So a lot of times, I hate to say it, but it's a lot of times this is the problem, people are on their phones and they're being lazy, and then all of a sudden the signal just times out because they weren't paying attention.

- [Mark] Well there is a degree of that, but I have noticed that there are maybe five, six cars, and two or three can get through and then the last two have to wait, so it's just like, part of it is, let's get the flow going, open that up and then, also when people stop in intersections, is that still an issue, where they block a signal, let's say if you pull--

- Not too much, not as much--

- Not as much, okay.

- We went through quite a bit of discussion, I think we did some enforcement maybe on it, and then some signage as well, so, I can't say that the problem has gone away 100%. Every time I'm out at the signal I do see it happen. But I think it's been significantly reduced from when it first opened.

- [Mark] Well I think for myself and some of the neighbors, we're just looking for continuity and fluidity and all that good stuff, so that's really the reason that we brought it up. And I agree with you in the sense that if traffic isn't quite as heavy, then maybe we can have those gaps, and we can do some of that.

- But with this new project, this West Mason project, because of the nature of the change, it's a pretty significant change in what we're doing with the controllers, the re-timing's gonna be done anyway. So not only will Mason Military be re-timed, but everything else along that area will be re-timed.

- [Mark] What's the timeframe, roughly, on that?

- This is probably looking at about starting as early as late August. Our pole delivery got a little bit delayed because of some issues at the factory and everything like that, and then the turnaround is usually a little bit longer anyway on those.

- [Mark] So it will be this year, early next year.

- It'll be this year.

- This year, okay.

- Okay?

- I'm good.

- Good, you're good for the night?

- [Mark] I'm good for the night, Well, I've gotta go upstairs now, that's another story.

- Hear a motion on item three then? We'd receive that and place that on file, Dave?

- I would think so, just for the simple fact that we're already doing projects, that the request is going to be addressed.

- Mr. Chairman, I move that we receive and place on file item number three.

- Second.

- A motion is made and seconded, all in favor?

- [Together] Aye.

- Motion carries. Initial Request, number four, consideration with possible action on the request by Alderman Nicholson to change a two way yield condition on Juniper Drive at Laura Street to a two way stop condition.

- I'm going to show you an image of the intersection here, just to give you some context. Here's the East River, here's Main Street. Just a standard typical residential intersection. You have a T-intersection to the north, fronting up to this park. The yield condition is actually on Juniper. So you have a yield here and a yield here while Laura Street, which is a three block road, cul-de-sacs at the south end, is the through movement in this case. I did shoot some photos of the intersection that I can show you. So on the first intersection here, that's all you can see it I guess. This would be looking eastbound at the intersection approaching it. So here is the yield sign. You can see it's pretty wide open. We'll get to, let me see if I can use something else to open this with. Photos, there we go. So this is coming up to that yield sign and then looking to the south. So as you can see this is nice and wide open, you've got great sight lines. Next one, this is looking again, here it's toward the park, toward the school you can see clearly to the intersection. Again, no sight problems. Looking westbound at the intersection, again, you can see open sight lines.

- What, is there any advantage to going to a stop sign there, this is wide open.

- What is the problem?

- Right, well I wanted to show you the pictures and just a few other bits of information, as I do on all of these, I look at the five year crash history. I did not find a single crash that occurred at the intersection. Again, it's in a very low volume area. I'm familiar with the area myself, as I would think you are too, Dan. We've got a T-intersection to the north, like I said, a couple of intersections to the south, the cul-de-sacs. To me I think actually a two way yield is the appropriate sign for the conditions for the sights and everything. I could see if there was some obstructions, crashes, or something like that, but we don't have anything like that at all.

- Is there input from the Alderman on it?

- What's that?

- Any input from the Alderman on who's?

- No, I talked to him briefly about it, he just said that he had some constituents that were concerned about it that wanted it brought up to the Traffic Commission, so that was, he really didn't seem to have an opinion on it.

- Okay.

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

- Okay, motion made, is there a second?

- Second.

- Motion made and seconded, all in favor?

- [Together] Aye.

- Motion carries. Five, Initial Request. Consideration with possible action to address chronic complaints regarding speeding on 12th Avenue.

- Okay, I don't have much to share on this other than just a few facts on the road. So here is a map showing 12th Avenue, kind of hard to see, maybe on here. North is actually to the right. It's southern terminus is Lombardi Avenue. It's northern terminus is Shawano Avenue, and for traffic, we got about 1,500 vehicles to 3,900 vehicles per day, so this southern end of it is a little bit more residential, that's probably where you're gonna have the lower volumes, and I think the closer you get to Mason Street, and then probably between Mason and Shawano is where you see those numbers go up in volume. Basically we have the pickle factory here that sees some truck traffic. So the width of the road varies, it's for the most part the majority of the length is about 40 foot clear roadway width. And then in the southern area it's about 34 feet. Total length of that segment is 1.7 miles. And for the majority of the road it has a parking lane. So it's one lane of traffic in each direction and then a parking lane. There's various no parking here to corners, and some areas of restricted parking, but more in the neighborhood areas and everything it's parking is available. So more in the southern end it's a little more relaxed. But other than that I really don't have anything else to really add.

- Okay.

- Looks like the Alderman.

- Do you want to your item.

- [Brian] Yeah, thank you, Commissioners. So we're here mostly because, and I have a resident in the District here who'd like to speak on this afterwards as well. While I think I receive a lot of complaints along that stretch of 12th, it's a wide open street, very little to block it or slow down traffic in terms of stop signs or yield signs. And you have long stretches, it obviously gives people an opportunity to speed up. So I think there's a fair amount of complaints that I receive on the southern end of 12th Avenue. But in particular, and I should have provided more clarity around this, Dave, I apologize, my concern mostly tonight does lie with the area between the pickle factory, the railroad tracks, and Shawano Avenue. I was here I believe about a year ago and submitted a request and we had a different resident in the District who was here and spoke on the issue as well. And if I'm not mistaken, I think we put out some speed boards, I'm not sure what the outcome of that was. And I know that during this period of time over the past year I've met with Lieutenant Strouf and his team and we've talked about some enforcement issues. But I think this area in particular continues to be of great concern by the residents in that area because again, you have a wide open street, there's not enough to slow it down. We explored some things like stop signs and yield signs which apparently don't meet the federal traffic codes or regulations on that front, so I'm looking to the Commission, and perhaps law enforcement to really try to help us figure out what kinds of solutions we might have here. I think what perhaps might be compounding the problem in this case is the proximity to the high school I'm sure any one of you can remember back to your high school days and your disobedience for the law maybe a little bit, but I think it's one of those things, when you think about the demographic that's using that road, folks that live in that neighborhood. We're trying to be considerate of the safety of the families that are in that area and still recognizing that we do have some challenges ahead there. And I think rather than just saying, the federal law doesn't allow us to this or that, I guess I'm just looking to you folks and staff to really help to provide some alternate solutions that might work for that area so that we can reduce the number of complaints and speeding incidents over there. Happy to take any questions if you have any.

- I have one question. Has the neighborhood thought about doing one of those calming requests for traffic calming?

- [Brian] I am not familiar with this.

- Dave, do you want to.
- [Brian] Is there a formal process, something you're talking about?
- Yeah, that's been in place a number of years. However collector roads are not eligible.
- What was that?
- Collectors and arterials--
- Oh collectors, all right.
- Are not eligible for the program, based on the number of, you know, the number and volume and speed and everything. I mean, I already said 1,500, 3,900, vehicles, that's a lot of traffic for putting in speed humps on a road, that's more for like a residential street or an alleyway or something like that. That's not for a road that carries this kind of traffic. These types of roads are emergency roads, you can let a lot of bus traffic, you may have fire trucks and police vehicles that use it, and that's usually the reason that it was excluded from the program from its onset.
- Is there anything that we can do from a physical standpoint, engineering standpoint, to cut down on speeding? Or is this strictly--
- [Brian] If I may suggest, perhaps, maybe hearing from the resident that we do have here as well.
- Sure.
- Okay.
- [Brian] Before deliberating what some possible options might be, that way he might be able to contribute more to your discussion.
- Just have him fill out a form, he just came in from, the gentleman who wants to speak.
- Oh, yeah.
- There's a form right there, just give him a form to fill out.
- I'll get you a form to fill out.
- Once he fills that out--
- Should I grab one.
- [Brian] Where are the pens do you think? Thank you.
- Why don't we do, Dan, while he fills that out, we can suspend the rules.
- Motion to open the floor.
- Second.
- Motion made and seconded to suspend the rules. All in favor?

- [Together] Aye.

- Motion carries.

- [Brian] Maybe while he fills that out, I would just also add, if this was just one isolated incident I wouldn't be here before you, I mean, I get isolated incidents all the time. But this is a scenario where I've received a high volume of calls from residents in this area and that's why I am bringing it to you asking to help identify solutions. So I at least wanted to create that point of clarity for you.

- Sure.

- Brad, did you have any luck with enforcement out there, or is there speed board potential out there?

- [Brad] We have placed speed boards on both sides, both northbound and southbound, last year, probably about this time of year if I recall correctly. We had positive results which we oftentimes do with speed boards initially. But at some point the speed boards just lose their effectiveness, that's why you don't see any. Dave, correct me if I'm wrong, we don't have any permanent speed boards in the City of Green Bay, partly for that reason.

- Okay.

- [Brad] That being said, we also incorporated some enforcement. I have two full time traffic enforcement officers along with a group, a contingency of community police officers, some specifically assigned to that neighborhood, all of them were asked to utilize their discretionary time specifically on 12th. There were some speeding violations. Some of these complaints, for sure, if not all, are legitimate, I don't contest that. I don't know, and this isn't my wheelhouse as much as Dave's, with engineering, if there's anything that can be done or not, but from an enforcement perspective it's a busy street, especially given the surrounding streets, the streets directly to the east and west that also run both north and south, I don't have the numbers, but I can imagine the volume is a third, a quarter, and eighth, who knows. And I think that is just part of the problem that there's just a lot of traffic on 12th right now. I'm not opposed to assigning more enforcement there. Without sounding like I'm making excuses, as the Alder probably is aware, there are a lot of requests for traffic enforcement throughout the City of Green Bay, so I try to utilize the limited resources I have to the best of my ability. It certainly doesn't mean that we can't spend more time here. My experience with this has been, we're good for a while, but we do hit it hard, but when we leave, we move onto enforcement in other parts of the city. The violations in this case, probably speeding, will probably pick up again. So as much as anybody, I'm interested to hear from the resident to see what suggestions he may have, and I'm certainly open to discussion.

- Thank you.

- You got the name and address then, you're good, okay. All right, go ahead sir.

- [Gregory] Yeah, Gregory Hale, 922 Howard Street. Thank you for your time. I bought the property back in October of 2016 from Todd and Chris Taylor. They resided there for about 30 years. And the neighbor to the south of me, Barb, I can't for the life of me remember her last name, her and her husband lived there just as long as Tony and Chris Taylor did. And the speeding has been an issue on that street from ever since they can remember when. What I have personally experienced, last year I called, left a couple of messages on traffic enforcement's answering machine about speeding and one vehicle, a Chrysler 300, a black one, I mean, I'm a pretty good judge of speed, probably over 100 miles an hour from Shawano to the corner of 12th and Howard. I have a nine year older daughter, and I have a 17 month old boy, and I have a fully fenced perimeter around my property. My daughter has a scooter and I would like for her to be able to utilize the sidewalk in safety. And I understand that you guys are also in a rock and a hard place too trying to utilize what sources

you have available to you guys. It scares me. It really does. I'm lucky enough to have two big old telephone poles on the corner protecting my property if there's an accident. But nobody else does. And for all the neighbors I've been able to meet and introduce myself to, even on all the adjacent blocks, and that intersection, that needs to be addressed big time. It's a scary situation. And I love Green Bay, I moved here in '89, and I don't really know what else to say besides it needs to be something that's addressed a little bit more. There has been enforcement there, which we see, and we greatly appreciate. Canadian National, I happen to have a friend who's an electrician with Canadian National and they have their officer out there, I don't know, is that in conjunction with something with the Green Bay Police Department?

- [Brad] They patrol the railroad property right now.

- [Gregory] And I spoke with that officer and his presence has been more known on the tracks on the adjacent streets as well, too, he'll float from all of them. And I see him pull people over all the time. Probably more so Canadian National than I do the Green Bay Police Department. So I guess with that being said, in addition, I don't know why anybody would want to speed down that street with it being in such disrepair, so I would like to, for the safety of everybody, see something happen there. I know you mentioned, I'm not sure the term you used, where you put the speed bumps in, what's that called?

- Speed humps.

- Traffic calming.

- [Gregory] They're just the speed humps, okay.

- Calming.

- The calming.

- Traffic calming, yeah.

- [Gregory] Is there a way you could put, like you know on the highway you have those rumble strips, is there a way that there's something that can go on there that would make more noise if you're going faster than you're supposed to be? Has that ever been looked into?

- I don't know, that'd be more of an in to Dave. I don't know if that's something--

- Rumble strips are typically something you find on a rural roadway. You'll find them in two different locations. On a center line or on an edge line. And that's typically in areas where you find people having run off road accidents. I've never heard it being used as a traffic calming tool. I think I know where you're getting at, but I can also tell you that the first people that are gonna complain about something like that are the people who are living right next to them, as they hear that noise all the time they're be going crazy. The reason I say that is in a past life before working here at the City, I had actually worked on a number of removals of the rumble strips prior to multi-way stops, like in rural areas, you know how you see them, you're out in the middle of nowhere, and you have a four way stop, and of course people aren't stopping, so what do they do, they put in those advance warning rumble strips just to wake up drivers, whatever, you know. And there was a huge backlash against that just from people who lived by them because they could not stand the noise. So do I think it could work, it would work if someone's veering off, but if they're staying in the lane it's not gonna make a sound.

- [Gregory] Well you made a good point as far as, even at night too, around bar close, motorcycles, just like a bullet down the road, I mean loud mufflers, a lot of loud mufflers too, wow.

- You get that throughout the city though, unfortunately.

- [Gregory] Yeah, I know, you're right.

- That's just a summer ritual it seems like, with the motorcycles.

- Question for you, are you noticing a certain time? We talked about maybe that the high school student cause that?

- [Gregory] Not necessarily around that time, but definitely for the safety of them, I would think, for them crossing the road. As long as they know how to use crosswalks and not just jetting out in the middle of cars. More in the morning, more at night, like 8:00 a.m., 4:00 to 6:00 p.m. But it's throughout the day, it's throughout the day. It really is. The LED signs though that had been put up worked excellent I think. I think that was a really good focal point for people, that if they were speeding that they saw that they were, and it was flashing at them. I even mentioned to our Alderman that is there a way that we can get some funding and buy these signs and have them as a permanent fix on that road. Selling Seroogy's candy bars, whatever, I was really, all the neighbors too, collectively. I can speak on their behalf because they couldn't be here. I was able to speak with four of my neighbors, and they just couldn't make it, eating dinner, taking care of kids. But I think that would be a good way to address it off the bat if the manpower's not there to physically sit on the street and watch.

- All right, thank you for your comments.

- [Gregory] Thank you for your time, thank you.

- Motion to close the floor.

- Motion to go back to regular business.

- Second.

- Second, all in favor?

- Aye.

- Aye.

- Back to normal business. Anybody have any thoughts or comments?

- Well, I guess I would get back to where I was going before in that is my question to Dave, is there anything that we could do from a physical standpoint on this situation, or is this strictly law enforcement?

- Collectors are tricky, they're kind of like an in-between. It's an arterial where usually pretty full speeds, not as many driveways, conflict points. And these collectors are more kind of an in-between where you do have usually a higher mix of residential, but then you have the higher volume of traffic. So like I had said relative to the neighborhood traffic calming program, these types of roads are typically not inclusive of those sorts of treatments. When I say treatments I'm talking about the speed humps, the speed tables, chicanes, road narrowing, but these are also very pricey things to do. The bottom line when it comes down to slowing people down, from an engineering perspective, is to make them feel constrained. It's a narrowness feeling. Well we all know, and maybe, I know we were talking about Vroman Street, and the fact that now you don't have parked cars on it, it feels wider, people are driving faster. They were feeling constrained before, and actually having parked vehicles on the street is one of our tools in our toolbox for traffic calming. The narrower that it feels to the motorist, the slower that they drive naturally. I don't think you're ever going to address through engineering measures the 5% of drivers that are going to speed through like a rocket. Those kinds of drivers,

in my opinion, there's nothing that you can do. They're gonna do whatever they want to do regardless of what you put out. They blow stop signs, they blow traffic signal indications, they don't care what the posted speed limit is, they're gonna do what they do. That's a very small percentage, but that percentage is still out there. That's my belief, and after decades of doing this job. But when it comes down to it, it's all about effectively making the motorists feel like they're constrained. That's what's going to slow them down without police enforcement.

- Would striping work out there, Dave, haven't we done that on a few other streets in the city, where the white stripes for, as you say, it kind of narrows it down a little bit, so they, some get the perception going a little slower, is that?

- Right, I think there was one comment that I heard from Gregory which was that the condition of the road was maybe not all that great. That being said, we have done retrofits, like bike lanes, and I believe actually as part of our up and coming, hopefully approved by Common Council citywide bike ped plan, I believe 12th is actually in there for additional bike lanes. I don't want to say that with 100% confidence, but I believe that is one of them. Because there's a lot of streets of that character and nature where it's just because the connectivity that these streets bring that they're also natural bike paths as well. So yes, you are correct, when you have, and roadways that have typically 10 foot travel lanes, you will see that reduction. I know we did it on South Point and West Point, and although I don't think those numbers went down to the point that was desirable, there was a marked effect that it was reduced. The 85th percentile did go down.

- It's a baby step in the right direction.

- And it was a baby step in the right direction, and I think it's kind of a win-win situation, you're helping the bike ped community, you're also reducing speeds which is good for the neighborhood, so I think that bike lanes actually a very good retrofit. However, in order to retrofit them you have to have what I would say a clean pavement to start working with, we were fortunate enough on those two streets where the pavement condition was in good shape. You have to look for things like joint lines and everything, 'cause the bicyclists, you have to think and empathize as a bicyclist, what sort of lane are you providing them. You also have to think about roadway width, and if you've got issues with opening and closing of doors from cars that are parked on the street, and people who are entering and exiting them. In areas like I think what we did on the west side where there was not as much, and still to this day, was not as much on-street parking activity, that actually helps because you don't have that open door zone conflict area. I'm not exactly sure on how much parking activity takes place on 12th. I've driven it a number of times, I don't really recall seeing a lot of any vehicles parked. And I believe that there may actually be more restrictions on on-street parking in this area than I believe you're bringing up. That being said, this might be one of those situations, you look at it and say do it, if we've got enough roadway width, and we have restricted parking for whatever reason, if we just say lose the restriction, let people park on the street, that might actually have a positive effect on reducing speeds.

- That makes sense.

- It actually works a lot better than you think.

- [Gregory] May I say something really quick? Do you mind if I address?

- Motion to open the floor.

- Second.

- Motion to open the floor and a second.

- [Brian] I don't think you ever closed it, did you?

- Yeah we closed it.

- All in favor? Go ahead sir.

- [Gregory] As far as calming, I would love to bike down that road. I've seen so many people blow that stop sign by my house, and just the slow and gos. And doing that it would create more of a blind spot I think. It's just that it would be dangerous. I almost want to put a camera up at my house and bring it to a meeting and show you how many people go through that. It's a daily occurrence.

- Let me ask just a question, now that we're back opened. Do you feel it's a lot of people who do not live in the neighborhood, that are going from either Mason to Shawano shortcut, or is it a lot of, typically we find it's a lot of the people who live in the neighborhood who are the abusers. Just because they're there all the time.

- [Gregory] It's a mix, sir, it really is.

- Is it, okay.

- It really is.

- 'Cause you had mentioned that there was, I thought I'd heard you mention particular vehicles that maybe were the chronic abusers of this?

- [Gregory] Well, when I specified from last year's call that a 300 Chrysler doing about 100, but motorcycles have, could say just from the sound of how fast they go from left to right, it's two to three times, two, two and a half times the speed of what they should be going. Definitely.

- Another question for you too. I know with the railroad tracks, and you can see here, right by the pickle factory, south end of it, there is a stop condition at the tracks. I believe it's either a blinking red beacon on top of that. From your experience anecdotally, have you seen compliance of that, lack of compliance, do you see a lot of people just blowing that stop sign too?

- [Gregory] I would say there's probably about 30% compliance, and for that matter, with the amount of citations that could be written off of that just being blown and speeding, there would be more than enough funds available to fully fund that street up and down. I can guarantee it.

- It's a pretty low number.

- [Gregory] Yep, every time I go, I always do left right, I practice what I preach, I even, with the CN officer there too, always left right left, like I was told how to drive. And then you go by there and they creep up by those trees. And they're there, if you don't stop, you're gonna get hit.

- Is the train activity frequent?

- [Gregory] I think it's early morning and then afternoon. I only see it once and a while though. I usually work all day.

- Right, 'cause I think, for as many times as I've been over that crossing I think I maybe encountered one. It's probably like you were saying maybe concentrated at certain peaks when they're doing their deliveries or whatever they need to do. This is actually what I would say is probably a classic example of why we don't put in unwarranted stop signs, because when people don't see the activity, they don't know, why am I stopping here, then they roll it, they blow it. And then there's those people that feel that they've been somewhat compromised on their trip, like why am I stopping. And then that's when they start speeding up after that because they're trying to make up for lost time. But I think that could be part of the problem here.

- [Gregory] The stop sign facing my house is plain view. There should be no question.

- That's different though, you're talking Howard Street stops. What I'm talking about is when you have a major street such as this, and you have a stop condition that most of the people, 1,500 to 3,900 vehicles there, I'm gonna guess that probably 98% of the time, people don't see a train there, if not even higher, 99% of the time there's not a train. People are stopping and they're going, why am I stopping. And then the stop sign ultimately gets abused. It's just human nature, that's how people are on bliss-ford drive. So that is I think a case in point of why we don't put in stop signs for the purpose of speed control, because ultimately people start to abuse them, and that's when we have problems, especially at cross streets. Luckily this is just, I shouldn't say just a rail crossing, I mean, obviously you hit a train, that's pretty detrimental. But it's at these roadways where the traffic volume of cars will be much much higher than the train line that you see here. And pedestrians crossing, you've got sidewalks and everything, that's when it really becomes dangerous because then everyone thinks that everyone's gonna stop and then all of a sudden they don't and that's when people get hit.

- [Gregory] Those new overhangs that we've been seeing, that we see close to the Allouez, De Pere entrance, where you press a button, and I mean, it's like 4th of July comes on, and it's flashing. Maybe during certain times of the day that is always continually flashing to show that pedestrians will be crossing and that might act as a deterrent as well too to keep people slower. The car idea's wonderful, I just, with the people blowing stop signs I don't know how safe that's gonna be for anybody, including the bicyclists that are out there. So I just, yeah, so I ultimately point at law enforcement.

- I have one more question for you. It's restricted parking out here, I'm not sure why. But if we took the restricted parking away, would that be a problem, well, you're only one in dozens out in the neighborhood, what's your feel, just as the one person to ask this question to, if we take away the restrictive parking, because if we have cars on the street that's gonna slow down.

- [Gregory] I think that's a good idea, I do. Anything is worth trying, anything is worth trying. I don't ever park on the street. We always park in the driveway. But I think that anything is better than nothing. I appreciate you guys entertaining any idea.

- [Brian] Do you know why, Dave, there's a restricted parking on that street?

- Yeah, what I'm seeing here is two hour parking and the two hour's there probably because of the proximity to West High School. That's very common around high schools, you start to see the two hour parking zones basically to keep the kids off the street. I mean, is it really even a problem if the kids were to park on the street, it might actually help your speeding problem there if they were in there with their presence. Just a thought.

- [Brian] And I'll be happy to do some door knocking in that area to get a sense from the neighbors what they-

- I think that would be a good thing if, well, if the neighbors, maybe they want it, I don't know.

- Yeah.

- Get some kind of consensus.

- It's one of those things where you know, it's the pros and the cons, well, I don't want these kids parking in front, well I don't like speeding. Well which don't you like? Because we might be able to solve one with the other, you know. 'Cause again, it's all about, the studies, the research that's been out there, it's all about how a motorist feels constrained. Is it actually how they naturally drive. And I think that in a situation like this where you've got a wide open street, you've got limited parking available so you're seeing low numbers of parked

vehicles, you in essence have about a 20 foot travel lane there. Of course you're gonna drive fast. Freeway lanes are only 12 feet, you've got 20 feet.

- I agree.

- It's easy to speed, and if there's not the presence, the halo effect as we call it when the cops are not present. They have halos on when the cops are there, and as soon as the cops go away then the halo's taken off and maybe some horns grow.

- [Brad] And that is sad, the experience with this street in particular, I think that we talked about when we met it's when the law enforcement is there, when I'm able to put the resources there, people shape up, they do. They modify their driving behavior. When we initially put the speed boards out, that does have a positive impact, but it's a very short lived one. And then you had mentioned something about selling candy bars for permanent speed boards, well I applaud your efforts if you're truly serious about it. I would caution you against it simply because permanent speed boarding solutions without the presence of law enforcement generally don't act as deterrents. You spend a lot of money for a flashy sign that people won't pay attention to.

- We did a very detailed study when it came down to Monroe Avenue, when it came down to, we call them drive feedback signs, permanent installations, and talked with other communities that have them, to find out what their success rates have been with it. And what we've found was that, for example, there was a lot on Webster Avenue, not in the city, but it was Allouez, and it's a little tiny little thing, probably up on a wooden pole. And compliance rate is horrible. What you find, and this is, what I've learned from talking to other communities, and other traffic engineers, where they found the success with the driver feedback in a permanent installation, is A, what Brad just said, you have to have it in conjunction with police enforcement, and number two, it actually has to be an overhead style, oversized board, otherwise the compliance rates are just, they're nonexistent. And that effect, that's why we have the trailers for this, because we know that the effect in this timeframe is very short. So that's the primary reason. And even with something like Monroe Avenue ended up not even putting them in. They are quite pricey, once you start looking at overhead structures I believe the cost estimate we came up for with that one with both directions was like 15 grand. So it's nothing to sneeze at when it comes down to cost. Would it work it could, but then again, there would have to be some sort of an enforcement component that goes along with it. I'm talking on a frequent basis. Whoever was talking about the Rosendale effect, and it would be great if we had the money and resources to create a Rosendale effect, but that's not the reality of how things are funded. You've got a small community like that and you've got one major roadway going through there. Yeah, you can do it, but when you have how many lane miles of roads, maybe hundreds. We have a lot here to oversee, so it does get more challenging.

- All right, thank you sir, we're gonna go back to regular. Or did you have one question you wanted to ask Dan, did you?

- I have a question of Brad.

- Okay, go ahead.

- Well, do we want to go back into closed session.

- Yeah, let's do that first.

- Okay, do we need a motion?

- [Brian] Just one more comment.

- Yep.

- [Brian] And of course I'll let you guys debate, but maybe what I would suggest is referral back to staff for two things, one, to give me the opportunity to do some door knocking to determine if the residents would be open to the removal of the no parking signage, but, secondly if we can verify if in fact that this particular street is included in the new plan that's coming out, because I do think the addition of the bike lanes, maybe combined with the on-street parking might actually create that depth there that we're looking for to slow folks down. And then of course, Brad, if we can continue that dialogue about maybe some temporary options but long term budgeting options to give you some support.

- [Brad] I'm not opposed to these, I hate to call them Band-Aids, it's kind of what they are, I'm not opposed to that because it does help, albeit on a temporary basis. When Dave and I can work together, and that's kind of where the discussions seem to be headed, where he's talking about the street narrowing on top of enforcement, that may become more of a permanent solution.

- You're taking two of the three Es right there, you're taking the engineering, and you're taking the enforcement components of the three right there, so that actually, when you take and get both of those, with those, you will probably likely see the better chance of results.

- One suggestion I would make before you do the door knocking is maybe talk to Dave about the blinking lights too, because that tends to come up as a solution, and it isn't as effective or we can't use it all the time. So maybe arm yourself with that knowledge before you go out to do that.

- Now when you say blinking light, blinking light as in what?

- Well you had mentioned the--

- [Gregory] The overheads that were in--

- But what I think what you were talking about was that cross, I believe the reference that you were making was on Riverside where the DoT installed that newer installation, we call it a HAWK or pedestrian high bridge.

- [Gregory] Sure, just before you get to Dairy Queen in De Pere.

- Yes, that's now a pedestrian hybrid beacon. Now those are typically used at areas where you'll see a lot of ped crossings. If you don't see any ped crossings the thing will never go off. So you'd kind of defeat the process.

- But you had also mentioned maybe if you had it continuous before, I just think it would be good for you to have some of the context before because--

- [Gregory] Well the hospital too, the hospital when they're--

- Right, and that's a different type, but that's one that's more effective, in my opinion. And I'll be quite frank with you, anything that's on a timer or that's always flashing, always loses effectiveness after time. Case in point I wish Randy was still here, was Dousman and Northern, another one is Grignon and Webster.

- Yeah, I used to live right near there.

- It's like, okay, it's like people just get desensitized to it, the flashing component has to be somehow be connected to a ped crossing in order for it to be effective.

- So Alder Johnson, if we were to send this back for staff or hold this, how long would you need to come up with additional information from the residents over there?

- [Brian] Next meeting.
- So 30 days?
- [Brian] Sure, so we'd just postpone this, until we hear from staff why don't we just postpone it. That means that we can, A, get it on the agenda, B, in the meantime do some looking into it.
- Well he made a motion already.
- Okay, so we've got a motion to go back to regular business first of all.
- Okay.
- Motion made, seconded, so we're back to regular business.
- I have one question. Lieutenant?
- [Brad] Yes.
- Not only do we have a problem with not enough officers, or maybe the ones that aren't assigned for traffic not doing citations, that's another issue. But I understand from some people that have talked to me because of my position as the Chairman of the Green Bay Neighborhood Leadership Council, that there's a real backlog at the courthouse in going after repeat offenders, that there's people out there that have multiple warrants. They don't give a damn if they get more warrants because they know that the court system is not gonna process their warrants, they're not gonna go after them and fine 'em, they're not gonna confiscate their cars. There's that aspect to this whole problem. It's just not issuing citations, it's what do you do after you get the citation. How many people out there, how many warrants out there are multiple warrants that are not being processed through the court system. I throw that out, I don't know if you have an answer right now, I would like to know that answer as a member of this Commission, because I understand that that is a real problem that is not being dealt with.
- [Brad] Well I don't know that it's a problem necessarily for a law enforcement perspective. When an officer counters somebody with an active warrant, whether it's traffic or otherwise, that person is placed under arrest, it's an order from the judge. Now what the courts or the judge or the commissioner or the magistrates do with it after the officer places that person in jail, which is usually the result of that warrant, even for traffic, that's beyond law enforcement control, that falls on the courts of course.
- I know, but could you find out from the court system how many multiple warrants we have out there that are not being processed.
- [Brad] Well I don't know, they're not being processed, sir, normally because they're not in custody. I think once they're in custody, they are being processed. There's just a lot of warrants out there. When I show up for traffic court, or when I have Officer Young who's one of my traffic officers, show up for traffic court, which is every two weeks, there's probably about between 40 and 50% attendance rate. These are criminal traffic offenses, they're crimes. Only about 40% of the people scheduled to appear, appear, on a regular basis.
- So 60% don't appear.
- Correct.
- So what are we doing with that 60%.

- [Brad] Normally the courts will issue warrants for their arrest, but now, in order for that warrant to be processed, or that person to be held accountable for that warrant, that person has to have law enforcement contact. Well, in order for that person to have law enforcement contact, they normally do something to get the attention of law enforcement. There's all sorts of other things, and I don't want to spend a whole lot of time because I know we're running behind, but that warrant has to be entered in a timely fashion by records personnel or clerical staff. Now the courts have to decide to follow up with the warrant. I've seen warrants quashed. A person shows up for court, didn't show up six months ago, there's an active warrant for them in the system. But because they're now in front of the magistrate, instead of penalizing them, the magistrate says we'll quash that warrant because you're now here. So essentially they walked around free for six months with a warrant hanging over their head, and when they had the opportunity to receive some type of punitive consequences, they don't. It's not a broken system, but it's not a perfect system.

- It's pretty broken.

- [Brad] It's sprained.

- We can debate that--

- I would like to have more information on that though, maybe you and I can sit down and do that.

- [Brad] I was going to say maybe we should probably have a private conversation--

- All right, let's move on here. So Craig, you've got a motion on number five?

- Motion to hold this until July.

- Good.

- Okay.

- Is there a second on this motion?

- Second.

- Motion made, second, all in favor?

- [Together] Aye.

- Okay, motion carries then. We'll see you next month then.

- Thank you, folks.

- [Gregory] Thank you.

- Thank you.

- Thank you. Next meeting, Monday, July 15th. Anybody know they're not gonna be here in July, vacations or something, or? I know we're kinda short one person then already, how long are you gonna be, have you decided yet or?

- We've listed the house.

- Listed the house, so we're gonna lose Ray sometime here shortly probably. Dave, and know we're down one, so I don't know if you're in contact with the Mayor in finding--
- My understanding is that they're actively looking.
- Okay, all right. Okay, with that I would entertain a motion to adjourn.
- So moved.
- A motion been made.
- Second.
- Second.
- Seconded, and all in favor?
- [Together] Aye.
- We're adjourned. And that, good for the month, Dan.