



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, AUGUST 19, 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: Brad Strouf, Brighid Riordan, Daniel Theno, Mark Steuer, Ray Smith

Present and Not Voting: Matt Kuepers

Excused: Craig Stevens

Proxy: Ald. Steuer for Ald. Stevens

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, August 19, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan to approve the agenda for the Monday, August 19, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

C. APPROVAL OF MINUTES.

I. Approval of the Monday, July 15, 2019 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan to approve the minutes from the Monday, July 15, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

D. REGULAR BUSINESS.

1. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to modify the school-related on-street parking zones next to the new Baird Elementary school. (Ald. Dorff - District 1)

Moved by Commissioner Daniel Theno, seconded by Commissioner Brighid Riordan that, on a 90-day trial:

A. To remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Humboldt Road from Laverne Drive to a point 436 feet west of Laverne Drive.

B. To remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Laverne Drive from Humboldt Road to a point 122 feet south of Colleen Drive.

C. To establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Humboldt Road from Mount Mary Drive to a point 457 feet east of Mount Mary Drive.

D. To establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Laverne Drive from a point 80 feet north of Colleen Drive to a point 140 feet south of Colleen Drive.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

2. *Initial Request:* Consideration with possible action on the request by Ald. Johnson to look at speed control measures near the 800 block of Gross Avenue. (Ald. Johnson - District 9)

Moved by Commissioner Ray Smith, seconded by Commissioner Brighid Riordan to postpone until

the next meeting the request by Ald. Johnson to look at speed control measures near the 800 block of Gross Avenue.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

3. *Initial Request:* Consideration with possible action on the request by Ald. Steuer to look at placing signs that read "STATE LAW - YIELD TO PEDESTRIAN IN CROSSWALK" on Shawano Avenue at the Ben Edinger Trail crossing. (Ald. Steuer - District 10)

Moved by Commissioner Daniel Theno, seconded by Ald. Mark Steuer to:

A. To receive and place on file.

B. For the Police Department to enforce both pedestrian and motorist law on Shawano Avenue at the Ben Edinger Trail.

C. For signs to be installed on the Ben Edinger trail approaching the Shawano Avenue crossing warning pedestrians of the Shawano Avenue crossing.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

4. *Initial Request:* Consideration with possible action on the request by Ald. Steuer to place SPEED LIMIT 25 signs on eastbound and westbound Bond Street between Military Avenue and Fisk Street. (Ald. Steuer - District 10)

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith to receive and place on file the request by Ald. Steuer to place SPEED LIMIT 25 signs on eastbound and westbound Bond Street between Military Avenue and Fisk Street because the signs exist.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

5. *Postponed:* The request by Ald. Wery to establish a 4-WAY STOP condition at the intersection of Shirley Street and Locust Street. (Ald. Wery - District 8)

Moved by Commissioner Ray Smith, seconded by Commissioner Daniel Theno to postpone until the next meeting the request by Ald. Wery to establish a 4-WAY STOP condition at the intersection of Shirley Street and Locust Street.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

6. *Postponed:* The request by Ald. Wery to establish a 3-WAY STOP condition at the intersection of Western Avenue and Maryhill Drive. (Ald. Wery - District 8)

Moved by Commissioner Ray Smith, seconded by Commissioner Daniel Theno to postpone until the next meeting the request by Ald. Wery to establish a 3-WAY STOP condition at the intersection of Western Avenue and Maryhill Drive.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

7. *Postponed:* Consideration with possible action on the request by Ald. Johnson to address chronic complaints regarding speeding on 12th Avenue. (Ald. Johnson - District 9)

Moved by Commissioner Ray Smith, seconded by Commissioner Brighid Riordan to postpone until the next meeting the request by Ald. Johnson to address chronic complaints regarding speeding on 12th Avenue.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

8. *Termination of a 60-Day Trial:* Establish a NO PARKING zone on east side of Vroman Street from Elmore Street to Mather Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith to establish and adopt by ordinance a NO PARKING zone on east side of Vroman Street from Elmore Street to Mather Street.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

9. *Termination of a 90-Day Trial*: Establish a I-WAY YIELD condition on Ernst Drive at Shirley Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith to establish and adopt by ordinance a I-WAY YIELD condition on Ernst Drive at Shirley Street.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

10. *Termination of a 90-Day Trial*: Establish a I-WAY YIELD condition on Neufeld Street at Shirley Street.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith to establish and adopt by ordinance a I-WAY YIELD condition on Neufeld Street at Shirley Street.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

E. INFORMATIONAL.

I. Next meeting: Monday, September 16, 2019 at 5:30 p.m. in Room 207

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

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

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Brighid Riordan, Daniel Theno, Ray Smith, Mark Steuer

No- None

Abstain- None

Motion carried.

VERBATIM MINUTES

- Meeting of the Green Bay Traffic Bicycle and Pedestrian Commission for Monday, August 19, 2019.
- Mr. Chairman I'd move B and C, the minutes of August and July.
- Okay, motion made to approve B and C. Do I hear a second?
- Second.
- Motion made. All in favor?
- Aye.
- Motion carries. Let's go back to A, member roll call. Chairman Matt Kuepers is here. Vice Dan Theno is here. Alderman Craig Stevens is excused absence.
- Yes.
- We have a, what should I call you Mark? Proxy or something.
- Proxy, okay. Proxy substitute
- That could've gone a lot of ways.
- Alderman-- Proxy substitute. Alderman Mark Steuer is sitting in. We thank him for that. Lieutenant Brad Strouf. Brighid Riordan, Ray Smith and move forward, so. Going to D under regular business. Initial request, consideration with possible action request for the traffic engineer to modify the school related on street parking area zones next to the new Baird Elementary School.
- So as many of you know and those who don't, Baird Elementary as shown in this aerial image is the former school is now raised, flattened and a new school is now, was constructed behind it and is scheduled to be opened for this year, this school district year. I'm going to actually show you what that looks like 'cause it's relative to the request itself. So the new school's here and you can see the former outline here of the old school. So in essence, as we know cars, are no parking seven to four. School day zones are contiguous to the schools and might need slight modifications to it but in general that's really how this followed. So we really had the south side of Humboldt Road and the west side of Laverne Street pretty much from this red line here from the east up to the corner and south all the way to about where it looks like this treeline would be, was

the old school boundary. Now with the new school in place, we need to remove the no parking, seven to four school days from its existing location and put it contiguous to the new school footprint. So in essence, we need to have the new zones in place from about this west crosswalk at Mount Mary through this driveway up to this red property line, and then also the west side, excuse me, of Laverne south of the tree line and basically through everyone's driveways. In essence, that's really the nature of the request. So technically what we would be doing is removing the no parking seven to four school days south side of Humboldt Road from Laverne Drive to a point of 436 feet west of Laverne Drive to also remove that same zone west side of Laverne Drive from Humboldt to a point out at 122 feet south of Colleen, and we'll be reestablishing or establishing no parking seven to four school day zones south side of Humboldt Road from Mt Mary Drive to a point 457 feet east of Mt Mary Drive and also establish no parking seven to four school day zone on the west side of Laverne Drive from a point 80 feet north of Colleen Drive to a point 140 feet south of Colleen Drive.

- So moved.

- Second.

- Motion been made and seconded. All in favor?

- [Group] Aye.

- Motion carries. Two initial requests, consideration of possible action on the request by Alderman Johnson to look at speed control measures between the 800 block in Gross Avenue.

- This item here, obviously Alderman Johnson is not here. He had also contacted me earlier today saying that not only was he not going to be present at tonight's meeting but to ask that this item and item seven to be postponed to the next meeting.

- Can I hear a motion to postpone this item and seven then?

- So moved.

- Motion made.

- Seconded?

- Second.

- All in favor? Are you getting, or do I need to say names or you're good, okay. So two and seven postponed. Item three, initial request consideration of possible action request by Alderman Steuer to look at signs, look at placing signs that read state law, yield to pedestrians in crosswalk on Shawano Avenue at the Ben Edinger Trail Crossing.

- Do you want, how do you want me to do this?

- Well since you requested it Mary, you might wanna go ahead--

- Actually Dave I got to ask you 'cause I had originally asked Military Avenue as well.

- Okay.

- That was in my communication. So it's Military and Shawano.

- Oh, well I didn't see that on the request.

- Well, regardless that was, you know we can look at that later but that was the initial request. Do you want me to just talk from here.

- That's fine.

- Yeah.

- Okay. Well, I've talked with Dave on this a number of times. My district 10 basically the West Side Trail on the west goes, ends at Bond Street and on the east side it ends at Oneida, roughly around Oneida. Better part of a mile and a quarter. Maybe a little bit more. Then what happens normally, I've taken the trail quite a few times. It's a very nice little piece of real estate for the city. You know the goal eventually is to extend it all the way out to the Mountain Bay Trail to the west and hopefully to the Fox River Trail to the east but you know we'll worry about that at another time. I think that right now, I've got a number of citizens that have called me and I'll just mention a couple things. So and I'll talk according to them. Now a resident who lives on Saratoga Street and he came up. He says, I have some concerns. Then mainly it's lack of driver attention and driver unsurety when approaching walkers in a median, and I think that's one of the reasons I had talked to Dave about the potential of looking at those yellow signs. I've got it on my phone if anybody wants to look at it but they're the state signs that say you know, you need to stop for pedestrian you know in the middle and I talked to Dave about it and there's some pros and cons I guess. Part of it like they might get damaged there. We'll talk about that a little bit as well but I'm just gonna talk about the citizens, their concerns. And he said, okay, those are two concerns but for solutions he said what about button operated flashing lights on existing traffic sign poles? That's one. Number two, better signs for drivers alerting them to stop for pedestrians per state law, and I think that's one of the things he called out and in fact you could see what Dave pulled up. One of those, it might be one .

- Kind of like that.

- It's one of the yellow ones I guess.

- Yeah, this is--

- That one or the yellow one. So that was another thing and then he said thirdly, an enforcement initiative, and that it's like anything else. You know the police are stretched many times and I think it could be a little bit of a hassle. He basically said what does it take for the city to install button operated flashing signals at the trail crossings at Military Avenue and at Shawano Avenue? A fatality? Every other city I've been to country wide takes a proactive approach to pedestrian safety. Why not Green Bay? So that's Al Rayson in from Saratoga Street. I could give the spelling if you need it. But I'm gonna read quickly two more emails from other citizens that sent these to me. I'm gonna make it quick here because I know we have time limits. Richard and Irene Skarzinsky live at 1515 Kellogg Street. They said our property borders the West Side Trail. We walk the trail daily. Our observations are that the majority of cars do not stop for pedestrians. Even if they do, other cars go around them at high speed which makes it more dangerous. Even with a German Shepard and dark glasses, there is no advantage. Another concern is bikers, et cetera. That's another point, riding behind them and not telling them they're behind them. So they live on the trail, they take it everyday, and I've got one more here from Joan and Jim Hanson. They live at 1497 Kellogg which is right close to the trail. They said Mark, my husband and I spoke to you earlier this summer concerning the safety of the crosswalks on the West Side Trail. I was wondering if you have made any progress on these issues? My husband and I walk our dog on this trail 365 days of the year, rain or shine, snow and freezing temps. Some drivers are courteous and will stop for you. Other drivers will speed right by you. I've actually been flipped off by drivers that figure I don't belong in the crosswalk. Just this morning we were on the Shawano Avenue crosswalk with our dog heading north and a man and his dog were in the crosswalk heading south. There are three people in the crosswalk and two dogs. We filled the crosswalk. As we crossed, cars sped immediately behind my husband and I but a pickup truck sped right in front of the other man and his dog. You can't tell me that those cars didn't see us. There have

been other incidents this summer since we have talked that are too numerous to mention. We have talked to other trail users that have had similar experiences. Drivers need to be made aware that they are breaking the law when they don't stop for pedestrians in a crosswalk. I think some drivers have the notion that because it's not an intersection, they don't have to stop for us. As I have mentioned earlier this summer, we need some signs stating that you are required by state law to yield to pedestrians in a crosswalk. The key here is required by state law. The Military Avenue crosswalk is just as bad. The street can be perfectly clear when you enter the crosswalk and by the time you reach the middle of the street, the light has changed to green either on Bond or Dousman, and vehicles are barreling down the street at you going at high speeds. I always pray that I don't trip and fall before I reach the curb. It is extremely dangerous. The East River Trail by the East River on East Mason has state law requires you to stop for pedestrians signs over the crosswalk. I would like to see that on our crosswalks crossing our West Side Trail. I believe in preventing accidents, not waiting to do something after one happens. Any progress you can make on this matter will be greatly appreciated. So that's kind of the gist. There's other citizens that I've talked to but it's more or less I'm listening to my citizens. You know there's three of them and there's other people that take that trail. One of my concerns is that when that trail eventually does get connected to the west and to the east, you'll have more people taking that trail because it'll connect with the Mountain Bay Trail, and eventually maybe the Fox River Trail. I'm not sure in my lifetime but I think there will be a trail that connects all of that. With that being said, you can have a lot more usage. You can have a lot more people traveling on it and I'm just representing my citizens on this one, and I do take the trail quite a bit. I do find what happens sometimes, I will, you know one car will wave to me come on around and then the other car on the other side in the other lane will not. And like I said it's hard to teach good manners to folks. You know it's like anything else, and you know people do have a tendency to exaggerate. They think you're going 50 miles an hour and you might be going 38 you know and they don't and then police, you know that happens. Some people do tend to exaggerate, so I kind of take that into account. So with that being said, I know Dave and I have talked about that yellow pedestrian state sign. The ones that are up are the diamonds, you know you see it and you see an arrow, and I will admit the other day I was going south on Military and this young girl on a bike kind of darted right on Military and I kind of did one of those and I stopped and I couldn't see anybody else but then a few seconds after a young boy came out on his bike and he didn't really look either. He went across, and there are some bushes up there, too, that kind of, you know we might have to talk about that with parks but they kind of block your line of sight. So, you know it's like anything else. We can say well you know you don't want to wait until an accident or fatality before you act on it. I would just as soon have something for safety purposes and if nothing ever happens, if nobody ever gets hurt, then fantastic. That's what I'd like. So I could talk about this for an item but I thought I just would print it out and that's it for now.

- Thank you Mark. Dave you got some comments?

- I actually punched up a report here that looks at not only the request but seeing how this has been brought forward to the traffic commission , multiple times that I figure that a little bit more in depth analysis should take place. So that's what I did here. So I don't know if we're putting it in for the filing as well. So I guess we can look at the meat of this study and report. You know there's some nice fancy pictures in here, a project location map obviously and you can see that on our monitors here today. But I guess the important thing to probably see will be on page three where you can see figure three shows what it looks like as a motorist would be approaching looking east and then the opposite direction, westbound on the bottom picture in figure four. Another thing that I did and I just wanted to sort of to get a better feel and I'm hoping this works here. Yep, is I actually have video of the crosswalk itself. So I just drove it and it's a GoPro video that comes on, basically like a dash cam. So I'm going to play that for you right now. So this would be eastbound Shawano Avenue. So I was just turning from Fisk Street. It looks like we may have some buffering issues but I don't think it's gonna be too terrible. So the crossing is up towards the horizon here and pretty soon, one thing that I didn't think that, I'm just going to pause it here for a second, that I didn't think that this video was reflective of is because it's shot at such a wide angle, you know it's got a little bit more of a, I don't want to say fish eye but it's a wide angle that as I was watching it back and obviously I was driving when this thing was filming at the same time. I could see with my own naked eye much, you know I could see the signs before I could actually see them on this video, so I wanted to make that point clear. Again, I think that's because of the wide angle of

this. But you can see them now. Right there is the left one. There's the right one that you can see from figure four.

- Can you stop it when you get close?

- Sure.

- I just wanna see a little bit more.

- How's this?

- And I think Dave you mentioned that the signs you know were there. You could see them. There's a pedestrian walking and there's an arrow, and I think those are great and you know I think I have no problems with that whatsoever. It just seems like, I don't know, maybe it was some of the drivers that are out there or what, it just seems like there needs to be one little more bit of something to help there, and I'm more than willing to listen to the committee and--

- Well, even the shade there makes it kind of, I mean as you go back.

- Wait, go back a little bit. Like I said you see but it's kind of off to the side, too, a little bit and I, I don't know I think you can't see them far enough. Like I said, I would engage anybody to drive and it's in other areas, too, where you see something and you say is this effective? Do I find it's effective for me? So, okay, I'm sorry Dave.

- So this will be going in the westbound direction. So just leaving the signal at Oneida. So in reality you can actually see those signs as you're at the signal at Oneida. I mean, if you look in the distance you can definitely see 'em, that bright fluorescent yellow green color so you can see him there easily and you're many hundreds of feet away. This thing is kind of choppy.

- What did you have for lunch that day?

- This is today actually . So coming up to the crosswalk.

- They are a little more visible from that side.

- It's more visible--

- Well, I know because it's--

- you kind of know it is.

- But stop, now you can see it, and I just said I think you could show 20 people the signs and maybe 15 of them would get it. I'm just looking to try to cover all bases, and I don't know, so if that's adequate if you feel that's adequate and the committee does.

- I just--

- You know I'm just, I'm bringing this forward.

- Right, well and I'm just going to continue on into the report, page four. Now we've seen these measures on the video and the photos but I just want to kind of go through stuff, this is what I put out there. So, yeah, the high vis, continental south crosswalk markings, that would be this as I call it the Abbey Road album cover style of crosswalk. We also have four ADA compliant curb ramps. We have a curb ramp here and here, then basically you got the same thing in the other direction. And if you look closely, they have, you know it looks

like a patina color which is really a nice name for rust, rust color truncated domes. We call them technical warning fields. Those are for the visually disabled. So that if they have a cane that they can sense that they're about to enter into a street. So those are present. The median itself right here, again, from the wide angle, I don't think it really depicts it well. It's actually 15 feet in width. That's actually wider than each of these lanes. Each of these lanes are roughly about 12 feet and it's also 200 feet in length. So the pedestrian refuge is actually a nice, raised safety area for the peds. We have the left hand ped assembly. So you've got the bike symbol, the ped symbol, put in one because it is a multi-use path, the West Side Trail and the Ben Edinger Trail, with oversized down arrows, and then we just back four lots you can see here is the back of the other sign. That's what we call keep right sign. So it directs the motorists around the median, and then actually, this is a good image right here of actually the overhead street light and so obviously when it's dark and when winter, you know, our dark hours start earlier. You know we have this light here that actually illuminates the crosswalk. I did conduct what's called a gap analysis in the count. So I think what we need to do is, let's just forward over because a lot of this is getting really detailed. I think let's just forward over to page nine when we get to really the conclusions of this study. Now there is 12 hours that we counted. So this is 7AM to 7PM on a Monday, nice weather, everything probably very similar to what we have out there today. We counted a total of 210 pedestrians and during that time there was 11,625 motorists or vehicles. The peak hour for the crossing was 8:50AM to 9:50AM where we have 42 pedestrians crossing within that hour. It was noted that 24 of the 42 was actually a group of runners so there was a dozen runners in one direction. Then they turned around and went through the crossing again. So that group of runners actually had counted for more than half of that number. So there really wasn't, you know outside the runners there was about 18 and for the other peak hours, too. So you have midday and then the PM. There was roughly around 20 during those hours. So the peak hours you can imagine we'll just figure, it's roughly about 20 or wider than three minutes. The wait time for pedestrians was predominately a shortened duration. Motorists yield to pedestrians when pedestrians were assertive. Gaps allowed most of the pedestrians to cross within any issues. No multiple threat situations were observed. What multiple threat really means, if you go back over to page five, this is actually a diagram of what multiple threat means and this is probably one of the, you know you'd say, I don't want to say common but if there is a mistake that happens by motorists and it's really not always to their, you know 'cause it's not necessarily their issue but it's gonna be more lack of their knowledge of the walk. They won't see, they may see a yielded car or car A in this instance as yielding to a pedestrian. However, car B doesn't see that pedestrian and they just continue to go through. However, state statute requires car B to basically yield and stop no further than where car A is for the presumption that there is conflicting movement in that crosswalk. But to just get back to that point that there was no multiple threat situations observed during this 12 hour study.

- That's what I want.

- The minimum safe gap calculated to be 12 seconds. This is based off of the Institute of Transportation Engineer's Manual on Traffic Studies. So there was a total of 2,492 acceptable gaps as compared to the number of minutes in the study which is 720. So roughly there 3.5 times greater number of available gaps than there were number of minutes in the study. The reason that I bring that up is that's actually kind of a tipping point of where we would look at putting more items in place like a pedestrian signal, pedestrian hybrid signal, like a hawk signal or RFB, things like that. That's when we start saying hey we may have some sort of an issue here where we really need to beef up the crossing itself. So like I said, 3.5 times more acceptable gaps than the number of minutes in the study. So pedestrian signal not warranted, pedestrian hybrid not warranted and the study itself goes through that in more detail. Crosswalks and sign treatments such as a state line with the pedestrians and RFB beacons should be used discriminately so that the effectiveness of these treatments is not deteriorated by overuse. A permanent installation of state law, yield to ped signs does not correspond with our typical usage of the sign in the City of Green Bay as they are installed and removed during times when pedestrians are expected such as school times or special events. That's really when we've used the sign. I'm in a lot of people may say wait, we don't use the sign. Actually we do use the sign in the city but we've found that there are much more effective when they are placed when the crosses are taking place such as during school hours, you know and that dismissal of school, that sort of thing and then we work with school staff to actually have it installed and removed, and during special events. When we have large numbers of people that are going

to be crossing at crosswalks. So the recommendation actually as part of the study is to continue to maintain the same engineering measures that are in place at the crossing today.

- One of the things that I'm thinking is that it sounds like your concerns are mostly nine and 10 and if you put them everywhere then people just don't see them anymore which I agree. Is there any opportunity to put something there for a while to raise awareness and have it be one that can be moved somewhere else, like the school ones?

- Yeah, I mean that option certainly is one that we would entertain. The only drawback to something like that is if you put something out there then people are going to a lot of times they just get angry. They say okay, we're done with this and you just pull it. That doesn't mean that you can't permanently install one, now this is probably a more unique location. Actually it's a very, very desirable the way that this is set up. I mean when this call came up, you know we knew that putting a median there was probably the best thing. You know we had some for thought when we designed it and installed this. Now these signs can be used in a permanent application and in the report it details as well, I'll just paraphrase it, which basically means, you can take that sign and in essence you can mount it to say the bottom of, I have to bring this back up. This computer went to sleep. The median, so you got the, this is left sign assembly, the right sign assembly. If you have a left sign assembly, if you actually permanently mount it to the bottom of that, that actually is an option. Again, it doesn't go according to the policy that we've used that we have found to be effective but it is still an option. And you know I'd be remiss to say that we actually do have one location in the city that has. It's at Webster and Grignon. So we do have that but that's a standard location. You know where that that is.

- That's where I lived and it doesn't help. I'll tell you that .

- It doesn't help?

- Oh my gosh, no. It's, people don't see it, And it's got a blinking yellow light.

- Right, and I guess the thing is is with that sign and you know in the image that you have seen before we are actually required to mount it low. It's actually intended to be a ground-mounted sign. So I don't have the option of putting it higher. I would basically be going against, basically federal highway guidelines, not guidelines. I mean the the state law. So the only other option is to put one over head which is what we've got over by Mason and Hartung where we've got that sign in an over head configuration which is allowable but obviously in a situation like this, creating building and infrastructure with an overhead mast arm and everything that we're talking a pretty large project there. It cost a lot of money for concrete bases and the monitoring assemblies that they would be mounted to.

- Well, I mean I can vouch for it. You can have all the engineering you want and we had that sign there. I crossed at least two times daily and drivers just don't see it anymore. They never stop for pedestrians there, never. I would yell at them and they wouldn't stop and it's just like. So I don't know. I'm in favor of anything that helps but.

- Like I said, I'm answering what my citizens brought forward. I'm representing them.

- I think it makes sense to try to put something there but, it's all about the people as Brigid just said. There's a lot of, I hate to say, dumb people driving in the world that don't pay attention. I mean Dave said you could see those signs from Oneida Street. To the trained eye you can see that but how many people are looking that far ahead and doing that?

- Right, and the other thing is too is that, are you with a ground-mounted sign like that, especially like in a multiple threat situation, it'll probably always be covered up and you wouldn't see it. You know that's my concern at this point is that, well number one, the history that we have with it. I know that we've a lot of anecdotal reports of noncompliance but from what we saw from our study we actually thought that it was you

know it was working and we understand that there's going to be some instances where people flip the bird and things like that and that's a behavioral issue that needs to get rectified. I can't disagree with you. I don't really know how to change motorists' behavior other than do we remind them with a sign like this? It's an option. I'm not going to discard the option. I just want to make sure that what is motioned on and is put out there and placed is going to have some sort of an impact. That's really what we want.

- It sounds like even with the anecdotes though that that these are really aggressive drivers.

- The original part of the original communication Dave and I hate to bring this back next month, too, but it was to look at Shawano and Military crossings both. I mean that was my initial, so if I brought this up next month, it could be the same thing. You could just give me another report like that and even though it's a different location, but there might be some of the little different dynamics that are.

- Right, absolutely, absolutely.

- So I, with that being said, I mean I, you know I'm going to get back to the folks and they're all looking at Military Avenue but it's not on the agenda.

- If the commission would order those signs in and say you know appreciate the the report and order them in, I just don't want to give anyone false hope. I honestly I really don't. You know it's one of those, if I honestly believe that it would make a big difference, I would have recommended it. I just don't think it will. I mean it's, signs are only half the battle. You know we have-- To have the engineering, enforcement, education and all of these things happening in play in order to change driver behavior.

- Well I don't think it would change driver behavior but I think you get 210 people in 12 hours crossing it so it's that's getting a fair amount of people crossing this road there and I mean what's the cost of putting in a beacon at least showing the neighborhood we're willing to do something but on the other hand, there's no guarantees that somebody's not going to get hit either. I mean--

- Right, there is no guarantees but can you do, you know a lot of times with stop signs, you'll put in a 90-day type of thing. Is there a way to even temporarily just do it to see how it works? And if it doesn't work, I just you know, I'd hate to go back to the citizens for me and say well, nobody cares or they don't whatever.

- No, it's not a matter of not caring. It's just--

- Well not care but--

- The one thing I wanted to point out to Mark and you mentioned is that about the Military crossing and it probably could happen at the Shawano crossing. It could happen at any crossing. I'll just be generic about that is you said that there was a bicyclist in one direction that you almost didn't see and then another one, in essence, darting out. That's something that even you could put the best flashing system in place and that's not going to change anything because those kids aren't pressing buttons, they're not actuating the lights. So that could happen under under any system. That can happen at a signalized intersection. So that's what I'm saying. I mean it's not only a motorist issue. It sounds like we also have the ped and bike issue at play as well, you know, and they're both culpable in this situation.

- Well, I've talked to the folks that have gone to Europe and they have a different paradigm shift there. When you ride your bike across the street, everybody stops, literally.

- Thanks, good seeing you.

- It's a cultural thing.

- Well right and I, I'm just saying that I saw something and this is off topic just briefly but people, many folks I see do not stop at the stop sign. They all rolled through and then stop if somebody else is coming, or just roll right through a right turn. I saw a guy come up behind me and he was going to, he stopped at Biemeret and Military. He got in the left lane to turn left onto Biemeret, there was a red light and he darted in front of me and went because he didn't want to wait at a red light. So you're right, there's a lot of how do I say? Disrespect that I have seen enough times. You've probably seen your share, too.

- Yeah, and unfortunately what we see over time is that and that's why I put that item in there about overuse of devices. If you overuse the devices, put in stop signs where they're not needed in just over engineer it let's just say, it actually can have a negative effect where people are, all right I'm not doing this you know, and unfortunately that's the mindset that we have to fight. How do we do that? I don't know. I don't know, Brad, you were gonna?

- Well I think enforcement is a huge part of it. You know just unfortunately you're going to affect that one driver's behavior very temporarily unless you're doing constant full-time enforcement at that particular, wherever the violations occur in which in this case will be Shawano and again, not like unlike Dave I don't think this is all an engineering problem. I do think it's an enforcement problem. I agree that the sudden pedestrian movement in traffic is as much of a problem as the the motorist violations and point was our last near fatal accident at Broadway and Nelson. Driver was an underage drunk driver but he had a green light. The pedestrian he hit was running against a red light. How do you stop that from happening? You know even with enforcement, you know I could have had three squad cars at every corner of that intersection and I'm not saying it's hopeless. I'm not saying there's not some challenges but I think it would have to be something of a combined effort. I have pedestrian bike safety grant going on right now. Where you know we're specifically going in and enforcing not only the motor vehicle violations in crosswalks and such but also the pedestrian violations .

- And granted, you know if the pedestrian, I mean so if they're at fault, I have no problem with that.

- I just think this is sort of a more multifaceted and obviously you're getting it from more or less one angle versus you know what I see in the enforcement end of things and so--

- Well, as long as I can transfer that information back to the citizenry. That's all you know. They just want to be heard.

- So you mentioned some of this grant funding. Can you elaborate on that?

- We received a \$11,250 grant over the summer for pedestrian/bike safety which is primarily enforcing crosswalk violations, enforcing the pedestrian sudden movement in traffic. You know it's up to me, I suppose, to assign officers and several times a month or they're able to, and a lot of time I give them discretion to find where the people and bicyclists are, and utilize that, it's stupid for me to tell them to go somewhere if there's nobody there. That being said, you know this would be an area we can certainly put a deployment out. I'm thinking like a cop. I'm thinking where is the squad car going to sit to be able to not, you can't sit on Shawano.

- I know the citizens that live on the north side of the street there. They've got a couple of lots there and they--

- That's a possibility and I certainly would entertain doing that if you could give me some addresses or shoot an email.

- Well I think there would be more than happy.

- I'd be more than happy to get to some deployments. Let's see from just a strict enforcement perspective what the cops are seeing.

- Well I'll be fine with that, too.

- Yeah, at least this way we would have some more information.

- And Dave, you know with all due respect, I know you're July 22nd, you were out there. It's a nice summer day and you know for the most, you can say well every day is going to be different, and every day will be different. You'll have more or less, you know. Toward the weekend you might have more people walking but you know I've seen a lot of families and strollers and things like that, and my first reaction was oh boy, here we go. I hate to say it but I do.

- Hey Mark, when you're in the walking trails is there like a sign that says stop, look before you enter the street or?

- I don't think so.

- Is that something we can put? Just a reminder.

- I don't think so.

- On the trail that people are using the trail and the bike or walk or say hey, look, walk before you cross into the street or whatever?

- I was just thinking about the same thing.

- Now the problem with putting a lot of signs up there 'cause I've run into this a couple times in my neighborhood, is that the motorists don't pay attention to them and the danger is is if you give the bikers and pedestrians a false sense of security, that oh, there's a sign there so these dummies in their cars are going to stop and then you're run over. What about his suggestion of some sort of a caution sign of some sort on the trail to remind the bicyclists and pedestrians that please be careful when you're going through this crosswalk?

- I mean if it's in the right of way, we would have jurisdiction.

- It would be on the trail.

- But otherwise it was really kind of come down to Park and Rec because it's their trail, you know.

- It doesn't matter to me what department does it but I think if it can improve safety, I'm all about--

- Right, right, I agree. Brad is very accurate and this that you know all modes of transportation, all road users really have a part in this. They really do, and it even goes down to the point of where I think that there are pedestrians that really don't even understand pedestrian law, that they actually do have this right to be in the crosswalk as long as it's a safe entry into it. As in you know, they're not darting out, they're not forcing a car to stop impossibly and that kind of thing. There's actually probably a level of that that I think some of those pedestrians that maybe are concerned about that. Maybe they don't even understand the law completely and that's even part of the issue, and I can tell you right now, I'm actually going to be working with DJBI on doing some a little public service announcements on how pedestrian signals work in a signalized intersection and we'll be talking about the law and what the legal rights are of the pedestrian and the motorist. Everyone needs to be in knowledge of these so we don't, this is that education E that we always talk about, and as an engineer, you know I scratch my head sometimes because I know that these applications that I have the ability to put in place. Unfortunately, I just don't have a whole lot of faith in some of them based off of our, you know my decades of experience doing this, and you know that's why I don't want to just say yeah go ahead and put it

out, and then it comes up three or four months later. People are going well now this doesn't work and that doesn't work and it's like so what have we accomplished?

- We tried, we tried.

- Well like I said, I'm looking at you know just being proactive and preventing rather than--

- We tried to prevent.

- You're not going to prevent it all but would it be that much of a cost?

- You know I'm done talking.

- Would it be that much of a cost to put a yellow, blinking light there by the signs?

- They are expensive yeah.

- I mean they're--

- If you're talking blinking lights, the only type that I would even recommend would be ped actuated. In this case it will be like a rectangular, rapid flashing beacon.

- That doesn't work.

- And but the RFB depending on where they are, they do have, they are effective because they really grab the attention of the motorists. I mean it's hard to not see, and they look like emergency flashers.

- How much are those, ballpark?

- For installation like this, now the good thing is at this installation you know we already have the bases in place and things like that, and I know because I've designed them. We do actually have some underground conduit and everything all in place so that the cost would be less than if we started from scratch but I'm going to give you about a ballpark estimate of eight to 10 grand probably.

- Per light?

- For doing both of them.

- Just a blinker, doing a beacon? A blinking beacon?

- That would be ped actuated that yeah, the rectangular one, flashing beacon.

- Sounds good to me.

- But, and again it's one of those where I just don't know. You want to put those at locations where we are we've had compliance issues you know? And that's what I'm saying. At least from our 12 hours of study, didn't find a compliance issue that needed to be solved. Didn't mean that there wasn't an occasional one that would happen here and there but our RFB's are more of a you know this is a real problem kind of thing that we're trying to solve because you have to realize it's a lot of money to be putting out there. So you know, we you know, we could be putting them anywhere for that matter if we're not actually using some sort of criteria to filter that out.

- So you wouldn't just put them on beacon there by a sign to try and identify it?

- I just don't think it's going to be effective. No, I mean we've got locations there. I mean you heard Brigid tonight. She said we've got a flashing light and the same sign that Mark is asking for and she said it doesn't work.

- I get that. I get that but at least I feel like you're doing something for the neighborhood. That would be my only thought. I mean--

- Well if you want--

- Mark you could go back and say hey we're putting a light up but that doesn't mean.

- Well no.

- There's nothing perfect but--

- What I've heard tonight is this, is that we have some grant money possibly available and it's not up to me to allocate where those all go. That's Brad division but I do see enforcement is always a component to the engineering solution. It always is, and if we haven't had any out there, I think that that would be a perfect match, and you had talked about possibly signs on the trail itself. Any sort of sign I think would have to be more of an encouragement of what is right, not necessarily what's wrong because if you say look, that's almost like how was this one any different than the other ones you know or you're almost making it sound like the motorist has the right of way when indeed that's not going to be always the case.

- Yeah well the verbiage, I mean you can find that verbiage. I think that you know the trail.

- I mean you could just have a warning of you know trail crossing or roadway crossing ahead or something like that. You can have something like that but I think it's obvious.

- Yes Dave, I was going to ask you so basically the pedestrian, my understanding has the right away correct as they're walking?

- The pedestrian, in this case--

- As long as they feel safe or what? Where is that?

- State law gives a pedestrian the right-of-way in that crosswalk as long as they are legally in the crosswalk meaning that they are giving the motorists, like there's an adequate gap. Remember when I was talking about adequate gap? It has to be an adequate gap for them to be legal. So that ped can't just enter into the crosswalk two seconds before a car is going to enter that. That's not a legal crossing. That actually-- What?

- I mean that's so subjective.

- Well it's not subjective. So 12 seconds is the accepted acceptable gap. That's the acceptable gap for someone to take. Now what we use like in the Operation Frogger, as we look at what is called stopping sight distance, and that would be what does it take for cars actually legally stop before the crosswalk? That is technically that distance.

- You guys know that because you're professionals but the rest of the world doesn't know that.

- I have something something I want to share when you get a second.

- Yeah I don't want to drag this on but because--

- No, I'll just. I'll be done. 346.24, is that a state or is that federal?

- 346 is state.

- It just says here crossing at uncontrolled intersection or crosswalk one, at an intersection or crosswalk where traffic is not controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right-of-way to a pedestrian or personal delivery device or to a person riding a bicycle or an electric personal assistive mobility device in a manner which is consistent with a safe use of the crosswalk by pedestrians that is crossing the highway within a marked or unmarked crosswalk. One more thing. No pedestrian, personal delivery device, bicyclist or rider of an electric personal assistive mobility device may suddenly leave and no personal delivery device operator may allow a personal delivery device, oh that's too much. Sorry.

- But that's the important part that I was mentioning. Is that because that's the thing that says you can't dart out into traffic and then not give enough time for the motorists to stop. That's what the second point is.

- But I'm just looking at what rights the pedestrian, the bicyclists have. You know they're slower. They can't compete with a vehicle.

- Mark if they reasonably enter the intersection. If you, if all of us here were watching and said yeah I have plenty of time to cross and a car went whizzing by without any attempt rather to slow or stop, which they should be, that would be something we would act on because it's clear. It's reasonable. You know Dave has the exact time, that's great. We're all not out there with stop watches. Let's face it.

- No.

- And we all know the example you gave earlier about that kid darting out with the bikes. That's sudden pedestrian movement in traffic. We want to prevent that. If a kid makes a stupid mistake, I don't want to hit an eight-year-old on a bike any more than anybody else does. So that's maybe we're putting up the signage saying you know cross traffic ahead or whatever but, and that's neither here nor there. I'm not the sign end of things but I just want to point out that reasonableness it's really kind of the kind of standard we use if that helps a little bit.

- All right, I'm done Chair.

- All right.

- Go ahead.

- So we read the report. The recommendation is to keep it status quo.

- We maintain the facility meaning that as signs fade we replace them, as the markings fade we replace them which is really you know that has been the standard operating procedure at this location.

- Is there anything to study there from a city engineering standpoint in your opinion?

- That was the study.

- That was the study, so that is your conclusion then? That we should go that way, okay. I'm not sure what else to, well, to tell you Mark.

- Take the vote.

- They studied it so I'll entertain a vote then.
- Let's see. Can we have something that is inclusive of enforcement? Some recommendation at least coming from this commission?
- My request would be Mr. Steuer provides me, if possible, either with contact that I or my traffic officers can reach out to or simply this location is available per you know, somebody who is living in your district for enforcement, you know you and I can have some contact to say, listen I can't give you a 12-hour study like Dave but I can give you, let's hit these peak times a couple of times this week. I'll provide you with the results and we'll go from there and see.
- I'd be satisfied with that.
- Is that worthwhile? I certainly think, I mean everybody deserves enforcement action from the police but my resources are somewhat limited. We all know that. I'm not gonna complain about that but I'm willing to take a look at this. It's a serious issue. Let's do some enforcement and see what we get.
- And then talk about I can provide you with more information from our study because as you remember I was talking about the peak hours. Actually you can take this and it's got the peak hours in there. Oh, you got . And that way if you if you're limited on resources, at least you got three identifiable peak hours of when those pedestrians.
- Absolutely.
- Regardless of this normally cross. You'll at least have that.
- This grant is going to be drying up at the end of this month or next month. That's neither here or there. Our traffic enforcement officers, this is not an unreasonable request for them to spend some time here during, at least these very peak hours.
- But again, this is just talking about Shawano and I'm really concerned about Military as well, and I know that this that's not on this agenda. However, do you know if I can still talk to you about that?
- Include me with that and we can work on that too specifically whether .
- All right.
- Mr. Chairman I'd move that we accept and place on file item number three with the understanding that law enforcement will work with the Alder in trying to come up with better enforcement.
- And you might want to add how about signs for the people who pass? Would that be a motion here or is that something?
- You can make the motion here and I'll work with Parks depending on where we put those signs.
- I will accept that as for the amendment.
- So it sounds like we have a three-part motion. Receive and place on file, the submitted report and in essence tactical enforcement and then installation of signs on the trail crossing. On the trail itself
- That would be the motion.

- Motion's been made. Can I hear a second?

- second.

- All in favor.

- [Group] Aye.

- Motion carries.

- I'm good with that, thank you.

- Four, initial request consideration with possible action on the request by Alderman Steuer to place speed limit 25 sign on Eastbound and Westbound Bond Street between Military Avenue and Fisk Street.

- I'm waiting for my screen to, it keeps going to sleep.

- I could give you something anecdotal if you want. I mean just a real quick, I have a citizen that lives at 1515 Bond and I've sat in his driveway many, many times. I'd say seven or eight times watching traffic go east, west on Bond between Military and Fisk, and of course you know some people say oh, he was going 40, he was going 50. A lot of times people turn, make a right turn and speed up. They might get up to 30 but it seems like they're going faster. So we have ball diamonds over there. We've got I don't know soccer so much but there's a playground. It's you know, you know Lieutenant, it's busy over in that area. So this citizen asked if, Scott Medverden is his name, he asked if he could look at possibly putting up signs. I don't think they're, unless I'm mistaken, I've looked at that a number of times and I didn't, I don't know what we have there right now but it seems like he was saying 25 miles per hour would be great, and then he said even where the children are there a lot, even reached down and said how about 15 and I think that could be difficult. So we're just looking for signage because what you do is that area, it has a bit of a rise you know. Once you get up to Fisk, then it kind of goes down hill as you go east and the road seems to narrow maybe a little bit, perceptive wise. I think between Fisk and there's not as many, there's no houses on the north side but it's just seems more wide open. So we're just looking to see if we can have speed limit signs in both directions between those two streets.

- Dave.

- Sure. What's on the screen right now just shows the segment. Military is here to the west and then Fisk is here to the east. So in essence you got a three block location, one being a long block. And to answer the question about speed limit signs, the answer is two of them are already present. Here's an image and this is eastbound just as you pass the Military signal. So we do have a speed limit 25.

- Closer to the intersection correct?

- Yeah.

- That's pretty close.

- That's probably a hundred to two hundred feet maybe past which is pretty typical for us, and then in the other direction, the westbound direction just west of Fisk and this is right next to the park we have this 25 mile an hour sign. So in essence, you have 25 mile an hour sign posted here and then we also have a 25 in this direction.

- Maybe that's the question I wanted to ask if that's something that's just standard operating procedure for most intersections that you would have it off set a little bit from the intersection or if it would be effective if it was a little further either way? I don't know. I'm just asking.

- It's pretty common to have it a couple hundred feet, 100, 200 feet from an intersection because in essence what you're trying to do, motorists are making decisions, or turning, they're, you know going through a signal, so they have a lot of other things on their mind and then you want to get them past all of that and then there it is, so they see it. So they're experiencing all of that, then the last thing that is kind of before they get back into normal driving mode is to see that speed limit sign. So that's usually why were you put them in a little bit not right at the signal like that. Now when it comes down to placement, commonly you'll find like in the west or the eastbound direction here, you'll see it as you're coming off of say an arterial or collector that has a different speed limit. So as we know, Military Avenue is a 35 mile an hour speed limit so you're changing. So you could have drivers that are changing speed limit zones. So that's why, it's standard practice to have one in that eastbound direction just past the signal. Is it standard practice for us to have it after the Fisk Street stop? No, it's actually not. Speed limit 25 on all residential, it's de facto if it's not posted, is 25. That's actually something that's taught in driving school and should be common knowledge. In this case, that we have one there, my presumption is that that probably was added sometime when there was maybe a similar type of request made by a former Alder that just said hey, can we get a speed limit sign at this location. It's by a park or what not. So that's my presumption. It probably was there after the other one.

- Of course too, take a look at all of the intersecting streets, so Silver Spring, Kelly Jo, a lot of duplexes there and you got traffic that comes up to the intersection and they turn right or left, they turn right they won't see the speed limit sign. Only the people coming off of Military or west of Military will see that. So I'm just looking at the amount of streets. That's just another thought.

- My response to that is that people are living on Silver Spring and Kelly Jo, they go past those signs that I just showed you every day. They know it's 25. They just do.

- Wow, let me write that down.

- So if they ask you what the speed limit is, tell them you live there.

- They're probably the one speeding, too.

- I know what the speed limits on all those streets that intersect with mine. I just do because I live in the neighborhood so you know and it's--

- You do this every day.

- So yeah, in this case, I think actually what you're requesting is already there. So my recommendation is just to receive and place on file the request as in, what you're asking for it's already there.

- I think was, you know I was thinking more in the middle of the block but your explanation you know.

- Have little orange things on the top?

- The other thing I want to mention, too as well and I know that we've talked about other streets in your district before and I just want to be very frank about things, and this is just more proof that more signs doesn't necessarily mean slower speeds. We have Platten and Locust we studied probably what, a year or two years ago? And the street that actually had the more speed limit signs had more, had the higher speeds.

- I remember that.

- So I just don't think it's effective. It just isn't. I think it's effective when you're changing speed limits from one street to another, having it at you know, some sort of frequency but the frequency once you're into a neighborhood, really goes down because it's just those people that are there.

- All right, I'm good.
- Mr. Chairman I would, let me see what number this is.
- Four.
- Four.
- I would move to receive and place on file item number 4.
- Motion has been made. Do I hear a second?
- Second.
- Motion made and a second, all in favor?
- [Group] Aye.
- Motion carries. Five and six can we take them together Dave? We'll just postpone.
- I would postpone. He wanted them postponed to this and yeah, he's not here obviously to speak on behalf so I would say postpone another--
- We have a motion to postpone five and six?
- So moved.
- Motion been made. Do I hear second?
- Second.
- Motion seconded, all in favor?
- [Group] Aye.
- Motion carries. Eight, nine and 10. Wanna run those puppies together?
- Yes.
- I'm sorry.
- Brian's not here.
- Eight, nine and 10 you wanna?
- Yeah, take them, I'm recommending take them en masse, the trials. As you know I will elaborate a little bit on Vroman. It did change which is why is it 60 day trial because we made a change on there. We added both sides and then they came back and asked for it to only be one side. So that seems to be working. Everyone seems to be happy. So if the staff is fine with keeping it that way, and moving that to ordinance as well as the I-way yields at Ernst at Shirley and Neufeld at Shirley, so eight, nine and 10 I would recommend moving them and adopting by ordinance.

- Okay, do I hear a motion?
- So moved.
- Second?
- Seconded, all in favor?
- [Group] Aye.
- Motion carries. Informational, next meeting. Monday, September 16th, I know Brighid is not going to be here. Anybody else know at this point that, not going to be here?
- If I put something on the agenda maybe then I'll be here.
- You'll be here. You like to come every month.
- I kinda miss you guys. I'm sure you miss me too.
- Well first I want to thank Mark for--
- Yeah.
- Pinch hitting. Thank you for stepping up for 45 minutes and helping us meet our quorum and I appreciate that so with that I'll entertain a motion to adjourn.
- So moved.
- So moved.
- Second has been made.
- Second.
- All of favor?
- [Group] Aye.
- We're adjourned. Now what's the right way to sign out of here so I can end the meeting?
- Far right side, little dots next to the little picture of the body in the corner.