



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, SEPTEMBER 16, 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, Brigid Riordan, Ray Smith, and Stephanie Birmingham.

Present and Voting: Brad Strouf, Ald. Craig Stevens, Stephanie Birmingham

Present and Not Voting: Matt Kuepers

Excused: Ray Smith, Brigid Riordan, Daniel Theno

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, September 16, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf to approve the agenda for the Monday, September 16, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

C. APPROVAL OF MINUTES.

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

Moved by Stephanie Birmingham, seconded by Ald. Craig Stevens to approve the minutes from the Monday, August 19, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

D. REGULAR BUSINESS.

1. *Initial Request:* Consideration with possible action on the request by the Green Bay Area Public School District for the City of Green Bay to staff and employ an adult crossing guard at the intersection of Humboldt Road and Mount Mary Drive to assist Baird Elementary students to cross Humboldt Road. (Alds. Dorff and Stevens - Districts 1 and 5)

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf to refer to staff for study the request by the Green Bay Area Public School District for the City of Green Bay to staff and employ an adult crossing guard at the intersection of Humboldt Road and Mount Mary Drive to assist Baird Elementary students to cross Humboldt Road.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

2. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to change the 2-WAY YIELD condition on West Main Street Frontage Road at Auto Plaza Way to a 2-WAY STOP condition. (Ald. Nicholson - District 3)

Moved by Ald. Craig Stevens, seconded by Stephanie Birmingham that, on a 90-day trial,

A. To remove the 2-WAY YIELD condition on West Main Street Frontage Road at Auto Plaza Way

B. To establish a 2-WAY STOP condition on West Main Street Frontage Road at Auto Plaza Way

C. For staff to contact the management company of the commercial development located at 2230 Main Street requesting they install a STOP sign at their exit driveway onto West Main Street Frontage Road.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None
Abstain- None

Motion carried.

3. *Initial Request:* Consideration with possible action on the request from Ald. Scannell to change the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zones to 3-HOUR zones on Van Buren Street from Main Street to Walnut Street. (Ald. Scannell – District 7)

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf that, on a 90-day trial,

A. To remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Walnut Street to Cherry Street.

B. To remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Van Buren Street from Cherry Street to Pine Street.

C. To remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the both sides of Van Buren Street from Pine Street to Main Street.

D. To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Walnut Street to Cherry Street.

E. To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Van Buren Street from Cherry Street to Pine Street.

F. To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the both sides of Van Buren Street from Pine Street to Main Street.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham
No- None
Abstain- None

Motion carried.

4. *Initial Request:* Consideration with possible action on the request by Ald. Brunette to make changes to alleviate parking concerns at the Resch Aquatic Center. (Ald. Brunette – District 12)

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf to open the floor for discussion.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham
No- None
Abstain- None

Motion carried.

The following people spoke on behalf of the request:

Paul Boucher - 1123 Elizabeth St

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf to close the floor for discussion.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

Moved by Lieutenant Brad Strouf, seconded by Ald. Craig Stevens to refer to the Parks Committee the request to make changes to alleviate parking concerns at the Resch Aquatic Center to the Parks Committee.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

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 Lieutenant Brad Strouf, seconded by Ald. Craig Stevens to receive and place on file the request to establish a 4-WAY STOP condition at the intersection of Shirley Street and Locust Street.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

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 Lieutenant Brad Strouf, seconded by Ald. Craig Stevens to receive and place on file the request to establish a 3-WAY STOP condition at the intersection of Western Avenue and Maryhill Drive.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

7. *Postponed*: 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 Ald. Craig Stevens, seconded by Stephanie Birmingham to postpone to the next meeting the request to look at speed control measures near the 800 block of Gross Avenue.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

8. *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 Ald. Craig Stevens, seconded by Stephanie Birmingham to postpone the request to the next meeting to address chronic complaints regarding speeding on 12th Avenue.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

E. INFORMATIONAL.

I. Report of the Traffic Engineer of recent appointments and re-appointments to the Traffic, Bicycle, & Pedestrian Commission.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

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

Moved by Lieutenant Brad Strouf, seconded by Stephanie Birmingham to adjourn the current Traffic,

Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

VERBATIM MINUTES

- Ready? Okay, let's call to order the meeting of the Green Bay Traffic, Bicycle, and Pedestrian Commission for Monday, September 16 2019. We'll go to Item A, Roll Call. Members present, we have Matt Kuepers, Chairman. Absent - Dan Theno. Craig Stevens, Alder Craig Stevens is here. Lieutenant Strouf, how do you say that, Brad?

- You got it exactly right. Strouf, just like a loaf of bread.

- Brigid Riordan, absent, and our newest member, Stephanie, welcome today. With that, we'll move on to Item B, Approval of the agenda.

- Motion to approve.

- Motion's been made, second?

- Second.

- All in favor? Stephanie, chime in also, we've got to kind of spread the motions around here, so don't be afraid to chime in. So motion made, seconded, all in favor? Motion carries. C, Approval of Minutes for the Monday, August 19th 2019 Traffic, Bicycle, and Pedestrian Commission meeting minutes. Do I hear a motion to approve?

- Motion to approve.

- Second.

- Seconded, all in favor? Motion carries, we'll go to E then. Informational, Report of the Traffic Engineer of recent appointments and re-appointments to the Traffic, Bicycle, and Pedestrian Commission.

- Thank you. I guess it'd probably be most appropriate to start off with our newest member to the Commission, Stephanie Birmingham, and I guess since you're here, rather than me telling about you, why don't you tell about you?

- All right, I'm Stephanie, I live on the east side of Green Bay, actually Alder Craig is my Alderperson. I work at Options for Independent Living as an Advocacy Coordinator, and I also have a Masters in Counseling, so I'm a therapist. I'm involved in a variety of things and excited to be a part of the Commission. I'm looking forward to learning as well, thank you.

- Thank you very much, thank you for accepting, and we'll probably use your counseling skills at some point in the future. Good to know. Thank you. Do we need a motion to approve that, Dave, or... No, it's just informational. Okay, let's move on to D, Regular Business.

- Actually there's, yeah, there's two more things to mention. Dan is up for reappointment for tomorrow. I've seen the agenda for council, he's up for reappointment, and Stephanie was reappointed at the last council meeting, so So we have one reappointment, and one to be reappointed.

- Okay.

- And everyone else is not expired, so.

- I did get an email from, I'm gonna say her name wrong, Celeste?

- Celestine.

- Celestine, okay, about the mayor is able to reappoint, er, reappoint, er, chairman of the committee that, after six months of being in office, if I was willing to continue as the chairman of the staffing commission, and I did respond to it, yes I will. I'll be around for awhile here, so if all are willing, but I did get an email from her in the last couple weeks, so...

- It's appropriate for the segment too, it sounds like. Um, and I guess now that you say that, seeing how we do have a new makeup of the commission, if you wanted to have reelections or anything like that. We make our own rules, so to speak, but you know, if there was, for some reason you said "I'm done chairing the meeting, anyone else want to do it?" Or whatever, we can also do that, coming up, and sometimes when we get new members, or old members go, sometimes that's brought up the consideration, of course, not a requirement, but just throwing that out there.

- Sure. I'm good, we can talk when Dan's here, he's a pretty regular voice. Craig, you're good with--

- I'm good the way it is.

- I don't think you can be voted out, can you? You're protected.

- You're good, you've done a great job, I appreciate everything you bring to the meeting, as all members of the committee. With that, we'll move on to Item D, Regular Business. Initial Request: Consideration with possible action on the request by the Green Bay Area Public School District for the City of Green Bay to staff and employ an adult crossing guard at the intersection of Humboldt Road and Mount Mary Drive to assist Baird Elementary students to cross Humboldt Road.

- If you want to take a look at the screen, I've brought up a map of the area around Baird Elementary. Now what you see here is actually the former school. As many of you know, this school actually no longer exists. It was razed, and a new school was built to the west of it, and this park land kind of swapped the area. There was a land swap that took place, and the new school was built and is up and operational. So, it really changes the dynamics of this area. Now the school faces this way, and there's actually a bus loading area that kind of comes in in this area, and off of Laverne in approximately this area, there are two driveways, one's ingress, one's egress, and that's where parent pickup and drop-off takes place. So I actually commend the school district for the design of this, I think it's one of the more well thought out newer designs that I've seen that A, separates the bus loading and parent pickup/drop-off, but also B, has a lot of that storage on-site so that there's not a lot of spill back into the streets, or at least that's the way it appears on paper. Now I was actually requested by their safety coordinator safety and security coordinator Chris Collar, he had sent me an email, we had an exchange over a couple of days, September 5th, and September 6th relative to a request for an adult crossing guard at the intersection of Humboldt and Mount Mary. Now currently there is a crossing guard at this location, Laverne and Humboldt, and now the way that the school's situated, it appears that some of the pedestrian patterns may have changed as well, presuming that some of the release of the students is more towards this corner here and then there's kids crossing at this intersection and probably going in similar

directions that they had in the past. That being said, it sounds to me like there's a change in the pedestrian patterns, because the school is new, and they are concerned about the kids crossing. Given it is a new school, given that some of the new patterns need to kind of settle in and take place, given that there's going to be some educational component to this, as in there's gonna be information distributed to parents via emails and announcements, and how the actual pickup and drop-offs take place, it's my opinion that they are still kind of working the kinks out. That being said, I still think that their request is relevant, at least from the perspective of having evaluated for the need for a crossing guard. Part of me is thinking as well that if indeed the dynamics have changed such that maybe the crossing guard at Laverne is being under-utilized now, that perhaps maybe there could be a transfer of one. Who knows, maybe they need an additional one, I don't know. But I think that should also be part of some sort of study I think, not just looking with blinders on, and taking a look at the one intersection, but I think actually taking a look at both intersections and coming up with some sort of conclusions and recommendations as part of this new school.

- Would Ken still be crossing guard coordinator for the, so that'd be something we'd defer to him?

- No, Public Works has always done the research and the studies. I may confer in Ken Brodhagen, Ken Brodhagen being the Crossing Guard Administrator, but the studies have always come through Public Works, we bring them to the commission, they're either approved or denied, and that report goes just like all these other items, it goes to Common Council for final approval.

- Knowing this in context--

- Sorry Dave, but I was just gonna say, Ken would be charged with training if it were school employees that were gonna be trained? If not, he would be tasked with assigning something to that particular intersection, filling that vacancy through our bidding process, which happens every August. We just actually got through it for this current school year.

- With that, I make a recommendation to refer to staff for study.

- Okay. Motion been made, or do I hear a motion I should say?

- Motion.

- Motion been made. Hear a second? Motion made, second, all in favor? Motion carries. 2, Initial request: Consideration with possible action on the request by the Traffic Engineer to change the 2-way Yield condition on West Main Street Frontage Road at Auto Plaza Way to a 2-way Stop condition.

- Again I'll draw your attention to the screens. I'm showing here with the push pin is the intersection in question, so you can kind of get an idea and the context of where this is located. This is East Town Mall, we have some car dealerships in this area, more specifically, in this building here to the west of the intersection is actually a new Starbucks location. Now Starbucks used to be located right across the street over in this area, and have relocated to a new store over here. It was brought to our attention that maybe this additional traffic may be having some sort of impacts on this intersection, so we evaluated it, and the current intersection itself is two-way Yield, meaning you have a yield south-bound and a yield north-bound at this intersection, and the traffic that's coming from Main Street does not have any sort of control. Now the driveway by state statute would have to yield to all traffic to a public street including sidewalks, but what we had seen from our observations in the field that we have some drivers that kind of, this is the drive-through right here, they kind of come out here, kind of just coast through the intersection sometimes and the yield condition there, sometimes the drivers too are going to maybe, I don't want to say rolling stop, because it's acceptable under yield condition if there's no other conflicting approaching vehicles, but it seems to me that there's a lot more traffic on the intersection itself, and thought that for the safety of everyone in that area that upgrading the yield signs to stop signs would be advantageous. Another thing too would be to have some sort of outreach to the owners of that commercial property. Not necessarily Starbucks, because I'm presuming that they lease that

building, which a lot of businesses do, but I think it would behoove us to contact the commercial property manager and ask them to install the stop sign at the exit movement of that driveway for in essence reinforcing what the state statute is all along, but I think that would probably curb or correct some of the behavior of some of the exiting motorists from that development.

- Is there more than just a Starbucks there?

- I believe it's like a Verizon store, or an AT&T store, yeah I think it's a cellphone store. It's on the right side of it as you look at it from the front.

- I go to Sherwin Williams all the time. I always have to stop right there.

- Yeah. Let me just see if this is updating, you might be able to see it, but it's still relatively new. Yeah, 2016, this is old. There you go, Toys for Trucks is what it used to be, but this side of the building, like I said, I think it's a cellphone dealer, and then this side is Starbucks. Honestly, I don't know if they just renovated that building, or gutted it and put something new, but it looks significantly different now.

- Is there just one exit and entrance there now?

- It's the same as here. This is the entrance, so it is actually entrance only, exit only here. The other thing I should probably point out too is that this driveway, in my opinion, well, it's not just in my opinion, you can actually see it, doesn't really line up exactly with this, it's kind of at an offset from it, so when people are coming out of it, they have to kind of do a reverse "S" out of it, it's slight, but it's still present.

- That's also now a spot for the city buses. That's the east side transfer point. Right along that frontage road.

- Is this it, Stephanie? I think because we got the sidewalk there--

- Yeah, so they line up all along there, so if you're a pedestrian, you're right along all that.

- That's a great point she brings up, because now the transfer point has more bus activity. Again, not only additional traffic, but it's heavy trucks and buses, so.

- You've got peds walking down from the bus to the... Is there a...

- And here's what I was talking about the driveway, see the driveway? If you go straight up, you're kind of heading into that curb ramp, so you've got to make a movement this way, and if you're taking a left, it's even more of a problem, deviation, than just a straightaway.

- So would you have them put a stop sign in both of them then, or just one of them? From leaving Starbucks.

- Well the Starbucks is a driveway, so it's really not the city's responsibility to be putting that up, I mean in essence, it's more, I guess you could say it's like an invisible yield sign right there, because state statute says that all private traffic shall yield to public right of way.

- You mentioned something about having the owner of the commercial property put up the stop sign?

- Yeah.

- So would you have them put it up at both those spots, or just the one?

- Well this is exit only, and this is entrance only, so there should only be one here.

- So you can't go out the other way.
- Correct. But that's the recommendation is to convert the 2-way yield to a stop, and then for staff to contact the commercial development management company and request them to install the stop sign on their exit driveway.
- This is probably a down the road thought, but the people coming from the bus stop to go to Starbucks which conceivably could happen, is that accessible for them to cross there? There's no lip there for them to, Starbucks-side is there, for a sidewalk or anything?
- There's no sidewalk, however I do see a curb ramp, an anchored curb ramp type one here, so at least someone that would be disabled would probably be able to traverse this and make it into the driveway. Not perfect, but at least there's no grade separation.
- I've gone to Starbucks there several times and gotten off the bus, yeah. It is a little dicey, because, I think the 2-way stop would help, because then people have to stop, and it's not a guessing of are they actually gonna stop, can I cross?
- You've just gotta pay attention to the cars that are coming across from the other side.
- Bottom line is, I think the time is now to make a change. We've seen enough change at this intersection, I think that--
- I make a motion to approve.
- Second.
- Motion made, seconded, all in favor? Motion carries. 3: Initial request: Consideration with possible action on the request from Alderman Scannell to change the 2-hour 7 AM to 7 PM Monday through Friday zones to 3-hour zones on Van Buren Street from Main Street to Walnut Street.
- This communication came through in a couple different emails starting around August 28th, August 27th, actually. We had a number of emails go back and forth like with some of the pros and cons. Initially they wanted 4-hour parking. I told them some of the pros and cons of going 4-hour parking in downtown areas, namely that anyone that is employed down in the downtown area, a 4-hour zone is actually very conducive to coming in the morning, go take a lunch somewhere, move your car, come back, and do another 4 hours, and you're completely legal, so. I brought that information to the Alder, he had a meeting with the neighborhood association, and they came back asking if a 3-hour would be a potential option. I said that yes it would, and he confirmed that the zones between Walnut and Main on North Van Buren he would like changed. So I looked into both the east side and the west side of the three blocks, there you can see the segment between Walnut and Cherry, a segment between Cherry and Pine, and Pine and Main street, so. I guess I'll just describe what we would change at this point in time. West side between Walnut and Cherry's 2-hour 7 AM/7 PM Monday through Friday. One block north, Cherry to Pine, the east side is 2-hour 7 AM/7 PM Monday through Friday, and the northernmost block, Pine to Main, is 2-hour 7 AM/7 PM Monday through Friday, both sides. With that, I don't really see an issue with that, it kind of sounds like it's a happy compromise, a happy medium for everybody, so with that, I make a recommendation to approve the request.
- Motion to approve.
- Motion made. Second, do I hear a second?
- I'll second.

- Motion seconded, all in favor? Motion carries. 4: Initial request: Consideration with possible action on the request by Alderman Brunette to make changes to alleviate parking concerns at the Resch Aquatic Center.

- Again, I've got some emails from actually Alderman Brunette. Now some of you may recall that have been around for awhile, that he was an Alderman for a term, and then left the political arena and came back after he moved to a different district, so district, it's actually Alderman Wery's district that this request is being made, and it must've been a constituent that made it at that time is what I'm assuming, but he informed me in email that basically just expressing their frustration that there really isn't enough ample parking that's provided by the parks department or the city or whoever would be the responsible party, but there's just really not a lot of onsite parking available for the Resch Aquatic Center. They had received some tickets and in essence have been asking to see if there's any options for making some changes to maybe some of the parking zones. So I had reminded him of some of the discussion that had occurred shortly after the Resch Aquatic Center was constructed and opened, and overwhelmingly the neighborhood and let me just bring this up on the map so you can get a better idea of context. More of an idea... Here's the Resch Aquatic Center, here's Reed Street, so these residents on the south side of Reed Street were strongly opposed to opening up any sort of parking for attendees of the park to the point that they pushed for a residential parking permit, and as you know, residential parking permits are usually done under special cases and are usually done kind of area-wide, not just for a couple requesters, so there was a number of areas, and it's not just this block that has some of the residential permit parking, I believe Oregon street has a segment of it as well, so that was a lengthy discussion over multiple meetings that traffic commission and subsequently the residential permit parking zones were approved, they went in, there was some growing pains, I guess you'd say, because enforcement was always needed there to get compliance. We went through probably two iterations of the sign message and spacing and everything, and finally it was two years ago we I think we kind of got to a point where no supplemental signs were needed, and pretty much everything that was there under regular enforcement seemed to be working, so. It's my opinion that there's overwhelming support by the neighborhood to keep what's there at this point in time. I'm not belittling the request by just one person, but I just think we have one person versus an entire neighborhood that strongly had come out with an opposite position on this. So at that, I really don't see any need to be changing. I guess if there's anyone who's here to day that would be interested in speaking on it, obviously we could open the floor to have that discussion, but other than that, I don't really see a need to have the change and would actually make a recommendation to receive and place on file the request.

- Were you here to speak to that?

- Yeah, I would like to speak to that.

- Okay one second and we'll call you. You have the information from the gentleman?

- Not yet.

- Not yet, okay. Do you have the form to fill out, sir?

- Yeah.

- Motion made to suspend the rules, do I hear a second?

- Second.

- Okay, motion made, all in favor? Go ahead and speak.

- I go out to the pool when there's, when it's busy and the--

- One second, maybe announce who you are.

- Oh, Paul Boucher, I 123 Elizabeth. I go out to the pool when it's busy and people always park on the street when they're not supposed to because they don't read the sign or the misinterpret it. I park there and people warn me "Oh you can't park there "at certain times" so Almost always you're gonna get people parking on that street inappropriately, and the parking lot is so small, so the next closest spot to park is West High School, and if you've got like kids and you have to walk there, that's quite a ways, there really should be parking there. I don't know exactly where you could put it, but there might be room on the other side of the pool from where the current parking lot is, because no one really uses that area, but it really needs parking badly. Thank you.

- All right, thank you.

- Motion to go back to regular business? Motion to go back to regular business. Second? Seconded, all in favor? Okay, we're back to regular business. I remember coming before us several meetings back during the construction phase, like you I thought that pretty much the neighborhood by there was happy with the resolution because there is, as I heard from the gentleman, not enough parking there. I'm not sure how you make more parking there.

- I think we always have to look at what is within our recommendation field here with traffic commission, and we are concerned with street right of way and streets. If indeed the issue is lack of on-site parking, that is really kind of out of our jurisdiction, and I think should be more or less addressed by the parks committee than traffic commission.

- Okay. So would it behoove us to move this, receive and place this on file and recommend it or...

- I think your options are gonna be this, receive and place on file, or forward this request to parks committee.

- Okay. I would recommend maybe moving it to the parks committee, they can take a look at it, because unless somebody else has a comment, I don't know the area well enough to--

- I'll make a motion that you forward that to parks.

- I second that.

- Okay, motion been made to forward to the parks committee for review. Motion been made and seconded, all in favor? Motion carries. 5... Are these all separate then, Dave?

- I would say let's take 5 and 6 together, then 7 and 8 together.

- Okay. 5: Postponed: The request by Alderman Wery to establish a 4-way Stop condition at the intersection of Shirley Street and Locust Street. 6: The request by Alderman Wery to establish a 3-way Stop condition at the intersection of Western Avenue and Maryhill Drive.

- I haven't heard anything from the Alderman on either of these items, and they've been postponed, and I really don't know the direction that he wants to go. I mean obviously the request is to make the change, but it's standard procedure for the commission and for staff that anytime a multi-way stop is being requested, that that at least needs to be supported with a study. Whether or not the recommendations go with the recommendations of the study or not, but there should be a study on file to evaluate a multi-way stop condition. And both of these fall in that category. One's a T intersection, and one's a 4-way intersection.

- Was he gonna be here from last month's meeting? Was that when we postponed it or do we just postpone it?

- I actually haven't heard anything from the Alder by phone or by email on these two items since it was postponed last time.

- Should we refer this to staff for study then?

- My experience tells me that not only both of them will fall short, but I think significantly short. So if I had to say do I think it's the best use of staff's time to be researching this at this point in time? No. I don't.

- It's the second month though, if he was really interested in doing something, you would've thought you would've heard from him if not shown up here today, so.

- Should we place on file? Motion to place on file and let the Alder readdress if it is an issue that's large enough, or say rises to the level that he thinks it needs to be addressed, just have him bring it back.

- Right, if it's received and placed on file, and he wants to pull it at council, he has the option to do that.

- All right, sounds like the way to go.

- I'll make that motion then to place on file.

- Second.

- Motion been made, receive and place on file. Seconded, all in favor? Motion carries. 7: Consideration with possible action on the request by Alder Johnson to look at speed control measures near the 800 block of Gross Avenue. 8: Consideration with possible action on the request by Alder Johnson to address chronic complaints regarding speeding on 12th Avenue. So on item D7, the Alder and I discussed this on the phone today and we both recommend it should be postponed until the next meeting so he and I can discuss the results of the study. It was actually postponed to this, but he had called me up right after to find out what the motion was prior to the report being filed, because as you know, there's usually almost a month that goes by, and he just asked me "Well how hard is it to throw "tubes out there to collect some speed data?" So I actually went ahead with the study. Time is always Spring, Summer, Fall, and once Winter comes around, we can't collect the data because of the weather conditions. So I went ahead and completed the study, but would rather sit down and talk with him about them, and that's what he's requesting, and he did make that outreach to me, so I can't see any reason why to deny him that conversation.

- Fair enough.

- So I would say that one would be postponed, and then was there questions on this one?

- How long do you want to postpone it for?

- Another month. Yeah, so this would be on the October agenda. And same thing with the 12th Avenue. He wants to be able to sit down and we'll discuss it at the same meeting, I'm presuming. He wants to understand what the potential speed reduction benefits would be that would result from the recommendations that are in the city safe walk and bike plan. I did confirm, and I believe I did state at the last meeting that there are some recommendations as per that plan that impact segments of his requested areas, so. I'd like to sit down with him to talk about that as well. So, both D7, D8 I would recommend to postpone to the next meeting.

- So you're going to talk to with him before the next meeting so you have more information then?

- Yeah.

- Okay. Motion's been made to postpone 7 and 8, do I hear a second?

- Second.

- Seconded. All in favor? Motion carries. Unless anybody's got anything else, I would entertain a motion to adjourn for the night.

- I will make that motion.

- Motion been made to adjourn.

- Second.

- Seconded. All in favor, we're adjourned, so.

- 12% battery life left.