



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, OCTOBER 21, 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 Stephanie Birmingham.

Present and Voting: Ald. Craig Stevens, Brad Strouf, Daniel Theno, Stephanie Birmingham, Ray Smith

Present and Not Voting: Matt Kuepers

Excused: Brighid Riordan

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, October 21, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to approve the amended agenda to take the items in the following order: A1, B1, C1, D1, D6, D2, D3, D4, D5, D7, D8, D9, D10, D11, D12, D13, E1, F, and G1.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

C. APPROVAL OF MINUTES.

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

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to approve the minutes from the Monday, September 16, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

D. REGULAR BUSINESS.

1. *General Business*: Report by the Police Department of the 2019 3rd quarter serious injury and fatality crashes. (All Alders)

Moved by Commissioner Daniel Theno, seconded by Stephanie Birmingham, to receive and place on file the report by the Police Department of the 2019 3rd quarter serious injury and fatality crashes.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

2. *Initial Request*: Consideration with possible action on the request by Ald. Stevens on behalf of Preble Park Neighborhood President Peter Shedlosky to install 6 SPEED LIMIT 25 signs on Skyline Boulevard between Finger Road and Hillside Lane. (Ald. Stevens – District 5)

Moved by Ald. Craig Stevens, seconded by Commissioner Ray Smith, to refer to staff for a speed study of Skyline Boulevard between Finger Road and Hillside Lane.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

3. *Initial Request*: Consideration with possible action on the request by Ald. Johnson on behalf of Kim Vaye to remove the 15 MINUTE LOADING 8 AM TO 5 PM MONDAY THROUGH FRIDAY zone on the east side of South Broadway at the former Wisconsin Engine Parts Warehouse. (Ald. Johnson – District 9)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, that on a 90-day trial, to remove the 15 MINUTE LOADING ZONE 8 AM TO 5 PM MONDAY THROUGH FRIDAY on the

east side of South Broadway from a point 60 feet north of Prospect Place to a point 110 feet north of Prospect Place.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None,
Abstain- None

Motion carried.

4. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to establish a I-WAY YIELD condition on Lafayette Drive at Candle Way. (Ald. Brunette - District 12)

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, that on a 90-day trial, to establish a I-WAY YIELD condition on Lafayette Drive at Candle Way.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None,
Abstain- None

Motion carried.

5. *Initial Request:* Consideration with possible action on the request by Ald. Brunette to improve traffic flow and enforcement on West Mason Street from Packerland Drive to Hillcrest Drive, and in the neighborhoods surrounding this area, specifically during times of school start and dismissal. (Ald. Brunette - District 12)

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

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None,
Abstain- None

Motion carried.

The following people spoke in favor of the request:

Ald. Brunette - District 12
Terry Lee - 1105 La Count Rd
Karissa Demille - 1330 Sand Hill Dr
Randall Griswold - 1041 Village Green Ct
Sarah Lueschow - 3121 N Gothic Cir

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

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None,
Abstain- None

Motion carried.

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

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

The following people spoke in favor of the request:

Karissa Demille - 1330 Sand Hill Dr
Randall Griswold - 1041 Village Green Ct
Ald. Brunette - District 12

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

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens:

A. For the Police Department to consider enhanced speed enforcement on West Mason Street from Packerland Drive to Hillcrest Drive.

B. For DPW to paint a high visibility crosswalk markings crossing the east approach of West Mason Street at La Count Road in the Spring of 2020.

C. For DPW to install enhanced pedestrian crossing signs along West Mason Street approaching La Count Road before the Winter of 2019/2020 if it is legal.

D. For the Police Department to contact the Oneida Tribal Police requesting their speed enforcement assistance along West Mason Street from Packerland Drive to Hillcrest Drive.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

6. *Referred From the Improvement and Services Committee:* Consideration with possible action on request by Ald. Galvin to put in a crosswalk lighting system on East Mason Street at Hartung Street, similar to crosswalk lighting on South Webster Avenue at the hospitals, for the East River Trail

crossing. (Ald. Galvin - District 4)

Moved by Commissioner Ray Smith, seconded by Ald. Craig Stevens, to open the floor for discussion.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

The following people spoke regarding the request:

Ryan Juelich - 2320 Remington Rd

Paul Boucher - 1120 Elizabeth St

Ald. Bill Galvin - District 4

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

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to refer to staff to study the request to put in a crosswalk lighting system on East Mason Street at Hartung Street, similar to crosswalk lighting on South Webster Avenue at the hospitals, for the East River Trail crossing.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

7. Referred Back From Study: 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 Commissioner Daniel Theno, seconded by Stephanie Birmingham, to receive and place on file the request 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, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

8. *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 Commissioner Ray Smith:

1. To receive and place on file the documented speed study along Gross Avenue from 6th Street to Gross Court North.

2. To continue Police Department enforcement of the posted speed limit of 25 mph along Gross Avenue from 6th Street to Gross Court North.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

9. *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 Daniel Theno, seconded by Stephanie Birmingham, to receive and place on file the request to address chronic complaints regarding speeding on 12th Avenue with the knowledge that bike lanes are recommended which should reduce motorists speeding.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

10. *Termination of a 90-Day Trial*: Remove the NO PARKING zone on the north side of Pine Street from Adams Street to a point of 120 feet west of Madison Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to remove the NO PARKING zone on the north side of Pine Street from Adams Street to a point of 120 feet west of Madison Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

11. *Termination of a 90-Day Trial*: Establish a NO PARKING zone on the north side of Pine Street

from Adams Street to a point of 50 feet east of Adams Street.

12. *Termination of a 90-Day Trial*: Establish a NO PARKING 15-MINUTE LOADING ONLY zone on the north side of Pine Street from a point 50 feet east of Adams Street to a point 160 feet east of Adams Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to establish and adopt by ordinance a NO PARKING 15-MINUTE LOADING ONLY zone on the north side of Pine Street from a point 50 feet east of Adams Street to a point 160 feet east of Adams Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

13. *Termination of a 90-Day Trial*: Establish a NO PARKING zone on the north side of Pine Street from a point 160 feet east of Adams Street to a point 120 feet west of Madison Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to establish and adopt by ordinance a NO PARKING zone on the north side of Pine Street from a point 160 feet east of Adams Street to a point 120 feet west of Madison Street.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

E. INFORMATIONAL.

I. Next meeting: Monday, November 18, 2019 at 5:30 p.m. in Room 310.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

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

Moved by Commissioner Daniel Theno, seconded by Lieutenant Brad Strouf to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Daniel Theno, Ray Smith, Stephanie Birmingham, No- None, Abstain- None

Motion carried.

VERBATIM MINUTES

- Okay, we will call to order the meeting of the Green Bay Traffic Bicycle Pedestrian Commission for Monday, October 21st, 2019. Uh, roll called members, Matt Keupers Chairman here, Vice Chairman Dan Theno here, Alderman Craig Stevens here, Lieutenant Brad Strouf here, Brigid is absent, Ray Smith is here and Stephanie Birmingham is here. So, we'll move on to approval of the agenda.

- Uh, Mr. Chairman, I move to ask for a friendly amendment to change the agenda to move item six, after item one and item five after item nine.

- Okay, all right. I hear a motion to change the--

- Motion.

- Motion made. Second?

- Second.

- Okay, motion made, second all favor?

- Aye.

- Motion carries. Approval of the minutes, Monday, September 16, 2019: Traffic Bicycle Pedestrian Commission Meeting Minutes, do I hear a motion to approve?

- Motion to approve.

- Second.

- Seconded, all in favor?

- Aye.

- Motion carries.

- Item one, general business. Report by the police department of 2019 third quarter serious injury and fatality crashes.

- Thank you. One crash to report for the third quarter of 2019. It occurred Wednesday July 31st at approximately 10:08 p.m. Officers from Green Bay Police Department were dispatched to the intersection of North Broadway Street and Dousman Street for a truck verses pedestrian crash. Witnesses reported the

truck left the scene Westbound on Dousman Street after striking a pedestrian, leaving the pedestrian unresponsive in the roadway. Officers responding located a second reckless driver complaint, which they associated quickly with that first crash and located the pickup with damage consistent with the crash. Ultimately the driver of the pickup truck was arrested. A 20 year old Green Bay man for OWI, Operating While Intoxicated or Impaired causing Great Bodily Harm and a Hit-and-Run causing great bodily harm. The victim, a 26-year-old Green Bay resident was transported to a local hospital with life-threatening injuries. Brown County Sheriff's Department was actually called in to assist with the crash reconstruction. An update on that crash, the victim is actually recovering and is still with us, so that is good news coming out of that. That was the only serious injury or fatality for the third quarter.

- Any questions? If not...

- Chairman, I would move approval of the report.

- Okay, motion made, do we hear a second?

- I'll second.

- Yes, made a second, all in favor?

- Aye.

- Aye.

- Motion carries, move to item--

- Six.

- Six, referred from Improvement and Services Committee, consideration with possible action on the request for Alderman Galvin to put in a side walk or put in a cross walk lighting system on East Mason Street at Hartung Street, some of the crosswalk lighting on South Webster Ave at the hospitals, at East River Tail crossings.

- I guess I would prefer the Alder to speak on that. I understand that this came from the Improvement & Service Committee's referral so perhaps if you can get us up to speed on the discussion.

- Right, so when I was elected Alder several years ago, there was a crosswalk beacon at that intersection. That intersection has been designated as part of the East River Bike Trail. What it was was a long arm up high in the air that came over the middle of the intersection. You push a button on either side, it would flash yellow, and vehicles are supposed to yield then to pedestrians or bicyclists walking their bikes across the street. Obviously people on bikes operating as a bicycle, they gotta follow the same rules as a car. Unfortunately, what happened 99.9% of the time was nobody yielded and it was very dangerous. I had several constituents contact me and they wanted it taken down and I resisted that because without it, to me it seemed even more dangerous. I asked the police department for some assistance. I know they did one frogger thing there, but let's face it, going out there once is not going to solve the problem. And there was some engineering issues in that with the East River Bridge as you're approaching that intersection from the West, when you're on the other side of the bridge you're lower down it's hard to even see that and understand what's going on until you come over. Speed limit is 30 miles an hour there, and let's face it, if everybody went 30 miles an hour, there might be enough time to be able to react to someone standing in the intersection. But again, let's face it, most people don't and so you're ability to stop in time is greatly reduced. I worked with Chris on some other things.

- Dave. We look, I'm sorry Dave, I don't know why I said Chris. I worked with him on putting a walkway underneath the bridge like in Allouez. But let's face it, with the weather we have, you'd have to get a rubber

boat to do that and it's looking at the long time future. So, that's not really a viable option either. So, fast forward, I'm still getting complaints, still not getting any real thing from the police department, I know they're strapped and that kind of stuff, and we just have a culture in this community where cars rule and everyone else kind of drools, in my opinion. And until we can change that culture and get people to understand that when someone steps into that intersection you have to yield, it's not safe. There's children that cross there, there's elderly, there's bicyclists. If we want that corridor to be viable and if we want it to be safe, I think we have to do something. And, when I look at the reaction I see when I'm driving on Webster Street with the crossing lights that they have set up for the hospitals, those seem to be pretty effective. I understand they cost money, but again, if someone else has got a better idea that costs less, I'm totally willing to listen to it. But I think it's something I'd like to see the city pursue to make that a safer crossing and to make it more viable for people to get across safely. Thank you.

- Mr. Chairman?

- Yes.

- What kind of lights are on--

- Uh, it's almost like a strobe light? They're on stands and when a pedestrian walks up, they push a button that flashes, it's pretty bright, it really catches your attention. There's no way you can say you didn't see it. There's no way you can't say you didn't know it was for something, to be aware of something. That other light was pretty mediocre the way it lit up. I mean, it was old school. I mean, it was an older set up and older I would say engineering and everything else that went into it. And so, if you ever just go down Webster Street. They have one now installed in Allouez, down by the Dairy Queen, for pedestrian crossing. And I think it's something that is going to catch people's attention and with a little bit of signage, and I know the city's not big on signage, but have a little bit of signage saying you must stop when the lights are flashing, I think we could make it safer for people to cross there.

- Has I&S looked into the cost of what it would be?

- I think they were deferring it to you folks first before they even looked in it at the cost. I've heard roughly \$25,000. I don't know if you've heard any differently?

- I'd ballpark it at 30.

- Yeah.

- Okay.

- That would be, ya know, if the existing infrastructure would have to be removed, as in the poles that are there.

- Well, it's gone. They've pulled that crossing. Those crossing, that overarm thing is gone.

- The arm is still there.

- It's not functioning.

- All we did is take the flashing component out.

- Yeah, the arm's still there.

- The signs are there. All we did was, it was an LED perimeter sign that had actuated, button actuated, that the perimeter sign was basically replaced with one that looked identical to it but it didn't have the flashing component to it. But other than that, it looks the same.

- Have you studied it yet, Dave?

- This has not been studied since the last time we looked at it.

- I mean, kinda what I'm thinking--

- But I could clarify though that as many of you know that the city has recently approved a Safe Walk and Bike Plan and this particular location does have some references to it if you contact me I can provide you with some of that information. I think it's relevant to the discussion. So let me just kind of go over just what we really have there. But so, we have a frame of reference here. So, it is what I would consider a high visibility crosswalk, high visibility meaning that it's above and beyond what we would say would be just your standard crosswalk at an intersection like a two way stop like this one is. So, not only it has the two lines that go across, but it also has the other cross lines in it so it looks like a ladder if you're going across. So, a ladder set crosswalk which is in the category of high viz. And as I've just described with the overhead signs, there's pedestrian warning signs like you would see on the side of the road but then overhead on a trombone-style cantilever arm, we have state law signs that say state law yield to pedestrians. So it looks identical on both directions. So that's been in place, actually, for a long time. I mean, since it opened basically. So we're talking about almost 10 years now. And reported and documented both lack a compliance with pedestrian law that, you know, as the alder stated, and it even got to an operation frogger type of enforcement element, which I was actually involved in the first one. It was my understanding, though, I think it was more than one. I know when Lieutenant Ackerman was in your position, I thought he had conducted at least two to three of them, but I don't know.

- I don't know that for a fact either without checking back.

- All I know is I was involved in the first one. So actually in late 2018, I believe it was November, so a little bit less than a year ago, this exact commission and common council approved the following items: received and place on file to relocate the Hartung Street bike trail crossing on East Mason Street to Goodell St. due to safety concerns. This is the one where there was a request, I believe Bill, you brought this one up possibly relocating it to the West of the other side--

- Right.

- Of the bridge structure because of that crest.

- Right.

- That we realize is an engineering challenge. And then also to Refer to Staff to investigate federal and/or state funding for an alternative crossing option such as a pedestrian bridge over East Mason Street connecting the East River Trail. So that information actually was forwarded off to the Parks Department for their consideration. It's uncertain at this point in time if they are taking action on that. I do want to make aware though, as staff we are always looking for funding options and recently in the state budget was recently approved what's called multimodal local supplement program, or MLS. It's a one time funding source, I believe it's \$75 million. However, only \$18 million of that is going to be dedicated to local projects. So, state-wide, we would have to compete against that. Project caps are 3.5 million each for eligibility. So, there's, you could have any sort of bike path type of solution offered here and it likely would be eligible for that grant. So, getting back to now, I just kind of want to bring it back up to where I was talking about the Safe Walk and Bike Plan. It was actually three different options listed in that plan for consideration at this location. Option one was to construct a grade separated crossing above East River and Mason Street. So this really ties in to the last

motion made by council and TBPC here for an alternative crossing such as a pedestrian bridge. So I look at what this commission has actually recommended and the option one in Safe Walk and Bike Plan can be really the same. Option two would be to install a traffic signal at Hartung Street. When I say traffic signal, it's the traditional style where you've got, it's basically for vehicles. You put the pedestrian features also of course on your pedestrian, it would function like a standard intersection with signals. The option three would be to install pedestrian hybrid beacon and high viability crosswalk trail access on the West. Now, you had made mention about the one on Riverside Drive over by the Dairy Queen.

- Right, right.

- That is actually a pedestrian hybrid beacon which is actually different than the one over by the hospital. The one over by the hospital we call rapid rectangular flashing beacons or RRFB. So it does have the emergency style wig wig type of flashing pattern to it which is actually under a trial by federal highways. It's actually not an official traffic control device but it's a very popular one and as the Alder has mentioned, the compliance rates are typically better than your standard flashing, you know, once per second on the perimeter side. So, the pedestrian hybrid beacon works a little bit different. It's kind of like an in between between something like that and a traffic signal because it actually has three different displays on it and it's dark most of the time. So when you're going through it, it looks like it's not even on. But then it goes through a series of phases, basically warning motorists to slow down because a pedestrian's about to cross and it actually goes to red, which means all that traffic stops and pedestrians can cross. So, I kind of consider it maybe like a third signalized option where you have standard signal, the RRFB which really is more, it's not as regulatory as these others, and then pedestrian hybrid beacon. So, those are really the three options as a part of that plan and it's already been recommended to do that. My position on this has always been option one. I honestly think that a grade separated crossing is the best. It's no different than an interchange. What better way to get rid of the conflict than to get rid of the conflict. It's not even there anymore. So, ideally, and I know they're expensive, but that's why I made mention the MLS program. \$3.5 million, you can do a lot with \$3.5 million and with a pedestrian rated bridge it doesn't have to be an HS-20 rated bridge for motor vehicles. It's made to a lesser design standard and that means less cost.

- The city is looking at purchasing property on the West side of the river, on the North side of Mason Street because of the flooding and stuff. And so this would be, if they do purchase it, they probably would just raise it and make it part of the parkway. Does it have a bridge to have an up decent height for vehicles, especially trucks, to get underneath. You're gonna need some distance to spread that bridge out. But yeah, obviously a bridge would be great but you know, I gotta look at the budget this year. It's not happening this year. And I think something has to be done. I would love a bridge. I don't know how long that's gonna take. You know, if that's a five year project. I would urge, maybe we still install some lights that could be then removed and put somewhere else where they're needed after the bridge is done. Because I don't think waiting five years is gonna help this situation and we're still gonna have children crossing, elderly, bicyclists trying to use this. We're currently trying to expand that bicycle trail out over on Main Street off of Baird. So the idea is that it's going to be used a lot more by bicyclists. And so if we want that to attract people into our community to be using it, we don't want them having an unfortunate experience at this intersection where either a, they can't get across or they get clipped as they are trying to cross. The last thing we want is a child getting hit. So yeah, I would think the bridge first. I really don't want to get into traffic lights. I agree with Dave, we got a lot of people we want to slow down speeding by using stop signs and traffic lights and I don't think that's a good use of that system. I mean, they're right up at Mason and Bellevue, you just get up to speed and you're gonna have to be hitting your breaks again unless the timing's perfect, so.

- And then to add our policy has always been they have to, I mean, it's an engineering requirement per any TCD to study the evaluate the signal warrants for them because there's also negatives, there are cons, to installation of a signal and I think the corridor such as East Mason Street where we already have a rear-end issue going on with the number of signals on there. You're just gonna be adding more to it. So, you almost have to kind of look at it, is it gonna try to create more crashes than try to prevent

- Plus we already have people going off the corridor to avoid lights. They're racing through neighborhoods which makes it even more unsafe so, you know, I would say no to a traffic light. But a lighting system in lieu of the bridge.

- Mr. Chairman?

- Dave, so you can apply for money from this grant? Is that...

- Yeah, and frankly the turn around time on this is relatively quick. I believe it's December 6th is the actual deadline for filing for an application. So this is yeah, I mean, would it take to get a consultant to do a bridge design? Yeah, that does take time as we all know. I don't think it would take five years to get everything completed, especially if it's a lower rated bridge. But, it does take time. However, with this money they want this disseminated quickly.

- Yeah, no, I think that's a long term solution, the bridge. But, short term with some lights is what you're kind of?

- Right, I mean, if we spend \$30,000 on a light, Dave knows, you know, there's probably 200 other places where once a bridge is built we could easily shift those lights there. Which means they're not going into a storage unit, they'd be getting used right off the bat and set up somewhere else where they could make good use out of them.

- Mr. Chairman?

- Yeah, go ahead.

- Alder, before you were elected to the council and before as a member of this commission, I was president of the Oak Grove Neighborhood Association, which I still am. And, I came before this commission to request that the previous flashing light be removed. And the reason for that was that cars were not stopping and people, you know, pedestrians and bicyclists were pushing the button, they were given a false sense of security in being able to cross East Mason Street. The traffic wasn't stopping and it actually increased the safety concern of that area. Now, these new types of lights, I don't know if that's gonna be better? But I would ask the question why not consider putting lights in but moving that crossway down to where either Goodell or where the trail ends on the North side of the bridge.

- Well, if you move it right where the trail ends on the North side of the bridge, then that is right at the bottom of that arch so someone coming over that bridge from--

- I see, right.

- Would they come over the top, say 30, 35 miles an hour, their ability to stop would be nil.

- Right.

- In time.

- Moving it down to Goodell here, you're looking at the same problems you're gonna have vehicles coming off of the traffic light just another block down at Baird, they're gonna be hellbent for leather to make it to Bellevue and beat that light. So I mean, unfortunately on either side you've got the same problem. The thing that makes the East side of the bridge a good choice for a bike trail is you have Baird Creek Trail coming in through Sullivan School down Hartung Street, you've got the new one that's gonna be coming over through East High from Main & Baird and from downtown, gonna be coming over in there. And then you've got the East River Trail on that side of the river also meeting that junction point. So you've got three different trails all

coming together at one spot. Kind of makes it a more natural spot to have it if you're gonna have a crossing at all.

- Yeah, I would agree with the Alder relative to West versus East. Although you might have a little more height, you know, more elevation, on the West side? But it is right at that bridge peak. So, you know, it's one of those, I don't know if it's worth it to go through all the improvements just to move it over there. I think you're kind of almost at the same point.

- Is the, the problem is with a bridge, the bridge creates a visual problem. Why is that bridge so elevated? Is it because of the high water mark? Why isn't that bridge more flat instead of curved where you limit visibility.

- Right, I'm not a bridge designer so I can't really, officially, answer that question. But I think with all the recent flooding, I don't think we'd want to go work with it. I'm going to presume it has something to do with where the estimated high elevation would be and that there needs to be a minimum clearance.

- Every time the water hits the side of the bridge, you have to shut the bridge down until an engineer can be brought in to reexamine the bridge and say it's safe enough. Then traverse it again.

- That happened last Spring.

- And it's gonna be happening, I think, a lot more.

- All right, let's--

- Especially in the winter time when you have ice coming through there too, that could have some severe damage on that structure.

- So just so I understand if you wanted to fund the lights as the Alder is requesting here, I mean, is that going to come from I&S funding? I mean, we don't really have traffic, doesn't have the ability for the funding for it, right? Don't, in the past--

- Well, it's not necessarily that you're ordering in the funding. I mean, that to me is a decision in council. I mean, if you feel more comfortable referring it to them with the recommendation of putting in something, then I think that's fine and just referring back to Improvement & Services to figure out the money part of it.

- That's what I, the money part--

- But something like this, especially if you're looking at pedestrian hybrid beacons, that actually is an official device unlike an RRFB, which is an interim experimental device. And there are warrants for that type of device as well. So, you know, if you want to explore all these options, probably the best thing to do would be to refer to staff to study to tell us do you want us to look at these three different options to give our estimated price on each of them in this ballpark and then come back with some sort of recommendation we can do that.

- No, I mean, right--

- With the grants out there, it sounds like we have to move along at least to get that application--

- Get the ball rolling.

- Would you refer that back to the Traffic Commission or would you put that to I&S?

- I would say, the proper thing, proper routing would be, because of now this is where the data is, you make a recommendation to Staff to Study. We come back and obviously I confirm with Director Grenier, who is also

a staff representative for Improvement & Services, I would give him the memo as well as I would write it to you. So he'd be getting the information at the same time. If he sees that this recommendation is for that, he can just put it right on I&S as soon as possible.

- Right, I think that's what we're looking for is if the Traffic Commission said hey, go ahead and look at this, then I&S will look at it and talk money.

- I think, is that all you want to say, Alderman? I think we got maybe a constituent to speak to this? One or two. So, unless you have anything else to add--

- I'm good, thanks gentlemen. I appreciate your time.

- Ryan? Well, one second, sir. Dave, you want these forms?

- Well, yeah, we'll need them eventually.

- [Alderman] I've gotta get upstairs to the other meeting so Dave, if you want to just send me a note of what these results were?

- Sure.

- [Alderman] Alright, thanks, appreciate it, take care.

- Speak to this right here.

- Okay.

- Sure.

- I think this is the .

- Okay.

- Okay.

- [Man] That's a bad intersection.

- All right, so let's see if we can get a motion to suspend the rules for the interested parties to speak? Do I hear a motion?

- So moved.

- Second.

- Motion made and second, all in favor?

- Aye.

- Motion carried. Okay Ryan, if you wanna come up to the microphone. Dave if you, hold on one second.

- Yep, no problem.

- Are you ready, Dave?

- Uh, yes.

- Okay, go ahead sir.

- Ryan Juelich, 2320 Remington Road. So I've been reaching out to various alders over the past years about this 'cause I bike across here quite a bit. The previous lights, as you had mentioned, they weren't very bright, motorists didn't stop. So I'm in favor of, I think a bridge would probably be the best because then you're not going to be slowing down traffic. My argument is until something is done, I think it is better to actually remove the signs completely. The reason I say that is right now you have maybe 40% of the motorists actually stop. The rest just go. So, you create a situation where, if I'm stopped and I'm on the cross, you may have one, maybe two lanes that stop but the rest of the lanes are still going. So, if there is no sign, then the onus I feel is on me to make sure that it's okay to cross. But when you have that instability of are they gonna stop or are they not, you're almost playing Russian Roulette trying to cross because the people stopped are kind of wanting you to keep going, they don't, are you gonna go or are you not, you know, I'm waiting for you but the rest of the traffic just continues. So I know it seems counterintuitive, but I think the signs as they are right now are probably doing more harm than good. But again, those RFBB's, those hybrid lights, I think would be better. But I mean, ultimately, I think a bridge is probably going to be the best for everything but I know that costs money. But again, yeah, I think for now I think having those are probably do more harm than good, the existing signs, without the lights.

- Okay, thank you.

- Thank you.

- Paul Boucher 1120 Elizabeth, the bridge is going to have to be elevated because of the river flooding. So when you elevate it, you elevate it four to six feet, you can actually be able to walk underneath on both sides of the river so that Goodell and Hartung from both sides can cross. That's the main artery, it's just gonna get busier. There's flooding there, seasonally, which shuts down the whole city. The whole road should be elevated by two feet. And not allow anybody to cross either of those streets and force everybody to go under the river. That's gonna solve all the problems. That's my opinion.

- Okay, all right, thank you, sir. Is there anybody else who maybe came late who wanted to speak to this item here yet? It's item number six on our agenda. Okay, if not, we'll go back to, entertain a motion to go back to regular business.

- So moved.

- Second.

- Motion made and seconded, back to regular business. I think we got kind of a plan on this item then? We need a motion to Refer to Staff and then for funding with the grant.

- I think all you really need to do is Refer to Staff for study, we'll come back with the recommendation.

- Okay, all right.

- The rest of it is presumed.

- Okay, all right, so--

- So moved, Mr. Chairman.

- Motion been made on number six, do I hear a second?

- Second.

- Motion made and seconded. All in favor?

- Aye.

- Okay, motion carries. Item two, initial request and consideration of possible actual request of Alderman Stevens on behalf of Preble Park Neighborhood President Peter Shedlowski to install six speed limit 25 signs on Skyline Boulevard between Finger Road and Hillside Lane.

- Okay um, I don't know, Alderman Stevens, do you want to speak to this first or do you want me to ?

- Does anyone care to speak on this one?

- No.

- Okay, all right.

- Okay, so we got the official communication from Alder Stevens for this, which actually included some detail that I can provide for you. It showed some locations and so forth 'cause as you can see in the request of the six speed limit signs, it actually has a map showing that. So, I'm just gonna bring that up here. Here's the official request. So, one thing that should be noted too, as well, is that Skyline Boulevard was recently reconstructed. And I know that some of the speeding complaints came in before 'cause I had spoken to at least one resident who lives at, I believe in this right here over the southwest sign would be. So, you know, this is something that was brought up prior to the reconstruction. But now that everything's done, it's a new surface, and there's quite a bit of grade in this area. So there's quite a bit of sloping that's going on. As a matter of fact, I think some of these pictures can kind of show it. This is actually, I think, more up towards Preble Park looking to the north, here's the parking lot. And as you know there's large boulevards for Skyline Boulevard because of the overhanging utilities, transmission lines. So as you can see here, here's some good upgrade at this location, here's a downgrade. So its quite the hilly area. Here's another one. So it's really just homes on one side and you got the large median in the middle. But you can see the newer pavement surface and so viability, usually when you have nice, smooth surface, it's not uncommon to hear complaints from residents that speeds have gone up 'cause they have a nice, brand new surface to drive on. So, I mean, it kind of makes sense.

- Speeding was there before but we stopped it 'cause of the construction and now with the new road, the speed is back up.

- Right, right.

- When I drove it, I noticed there's no signage about the speed through there.

- Right.

- Any objections to putting these signs in there?

- There is no requirement for it. Basically what state statute covers is both ends of unsigned roads, so, on the rural end, let's just say you're living in a township or unincorporated area and the roadway is not posted. It's default is going to be 55 miles an hour. It doesn't have to be signed. If it's not signed, people who have a license are supposed to know that it's 55. They all do or respect it, but that is what the default speed limit is. On the other end of it, local residential streets like the one we have here, if it's not signed, then by default is 25. One thing I wanted to point out is, okay, you see the location sign? In essence, what you're kind of seeing is a

grouping of two here, there's a grouping of two here, and then on the South end, two there. So you've got six. I was curious to find though what sort of speed limit signs are actually in the neighborhood, if any, so we have a signing database and I was able to query stop signs. And, I was hoping not to open it up in this, but as long as you can see it, it doesn't matter. So, so what you can see here is actually a diagram of, oops, that's not what I want to do. Maybe I can try opening this and seeing emails, hold on. Open, open, with, there we go. Skip forwards. That should be able to... Troll and scroll, so. Here I'm going to show you Skyline Boulevard. So as you can see, now this database, again, this goes back before the project for the reconstruction. So, there was no speed limit signs there before, there's none there now. What you really see here in this whole area, I mean, here's Mason Street so of course you're going to see a couple here. Here's Finger Road, you got three, three to four over on Finger Road which is more of that collector type of street. And then you see Hillside. And on Hillside, they all kind of stood out as wow, that seems like a lot of them there. I don't know why, it certainly doesn't go by what our signing practices are, but you see a number of them there. But not on any of these other streets, you really don't find any. What we do, our rule of thumb, is where there's a change of speed limit. So let's say you're on East Mason Street. It's posted 35, maybe people driving faster, and they're coming off of the road like that, and you're going right into a 25. Not that it's required, but if we hear complaints of speeding we go well, it seems logical. People are used to traveling higher speed and they're going into an area where maybe it doesn't look all residential right away, then that's a logical place to put one. Do we just put them up just based off of complaint? No, the reason we don't do that is that we've actually studied it and we found it to be ineffective. We've actually brought that forward to this commission before, it was actually requested in Alderman Steuer's district and actually what we found out was two parallel streets that are identical in width and characteristic and the land use next to it and everything, they're basically they're twins, and we found out that the one that had the more speed limit signs actually was the one that had the more problems. So, we don't necessarily see it as an effective tool other than where there are really transitions from speed zones to go into them. But, anyone who thinks that this area would be anything other than 25, I think that's not a real reasonable presumption, I think... I know when I talked to the resident that one time, I advised her, I said, or something like this, this is actually more of a perfect candidate for an application to our city's neighborhood traffic calming policy. So, that's exactly what that program was designed for. It's for speeding complaints and concerns. So, I made that recommendation to her but then never received an application. So, you know, it's hard to tell whether or not there's a speeding problem, I don't have any documentation for or against it. I mean, in something like this we typically set up road tubes in a configuration that can collect vehicular speeds and then we analyze the data and come up with some conclusions and recommendations based upon that.

- Maybe we can set the speed tubes out there?

- Yeah, can we do that this time of year? I'm sorry, can we still do that?

- Can the board--

- Yeah, we're still deploying speed boards--

- The speed signs that he's talking about are the ones that are driver feedback signs. Like, I think you've recently seen them at S Monroe. Yeah, and that's actually a program that's administered by the Green Bay Police Department. That's what they do. That's an enforcement tool.

- Right.

- What we do is actually more of, the tubes are there, there is no driver feedback component to it. But, it's triggered by an application of that program. So, that or if there's a speed study that's directed by this commission.

- You can determine the speed by the speed tubes?

- Yes.
- Correct, okay.
- There's different configurations as I mentioned, and one of them is to set them in an array that does collect vehicular speeds. We can classify trucks and all that kind of stuff too.
- All right, that would be a start so you can see if we really have a problem. Sometimes perception is different. And like any other street in the city of Green Bay, is like that.
- Well, the first step of the application... First step of the application is they have to complete the application and then staff would review it for, does this qualify? And really, all it takes to qualify is it just needs to be a residential street. In other words, streets like collectors and arterials are not eligible for the program, for I think for some obvious reasons. But, this is really to be a neighborhood type of program and it's actually quite easy to do. I mean, we can get around in quick order to do this stuff. We are coming upon the end, though, of our counting season just due to winter is gonna to be knocking at our door here pretty soon. But, as long as I've got the availability of staff and of the equipment, which right now I have none of them deployed, I can get them out there.
- Okay, make a motion to do that.
- Make a motion.
- Okay, Craig you make motion?
- I do.
- Do I hear a second?
- Second, motion.
- Motion made and seconded.
- I didn't hear the motion.
- Craig made the motion. Ray seconded it.
- To do what?
- Oh, speed tubes, I'm sorry. Yeah, speed tubes.
- So a speed study, okay. And you want the speed study basically conducted between Hillside and Finger?
- Yep.
- So, we'll probably do it in segments so I can see probably four different segments. We're gonna probably look at Skyline between Hillside and Sunrise and then Skyline between Sunrise and Finger most likely, looking at those segments.
- Okay.
- Okay, that's acceptable. We can do that.

- Okay, so we got Craig motioning, Ray seconded. All in favor?

- Aye.

- Motion carries. Three, initial request consideration with possible action on request for Alderman Johnson on behalf of Kim Vaye to remove the 15 minute loading 8 a.m. to 5 p.m. Monday through Friday zone on the East side of South Broadway at the former Wisconsin Engine Parts Warehouse.

- Give me a second to get this location up. Okay, Alderman Johnson had emailed me about an new business that moved into the former Wisconsin Engine Parts Warehouse and they requested the signs be removed. So I wanted to find out why the signs were there, so did a little bit of digging into our records and found out the former business that was there had during the reconstruction of South Broadway, which happened maybe 10 years ago, had requested that. And the reason they did was because there was some changes to the configuration, I believe it was narrowed up in this area. So that parking was actually restricted on one side of the street, which is on the West side, meaning that if anyone wanted to park on that street it would have to be on this business' side of the street, the East side. He was concerned about loading activities, you know, because it's an engine parts warehouse, so he's concerned about not being able to properly get his deliveries done at that time. Traffic commission had made a motion to put in a loading zone but learning that the Wisconsin Engine Parts Warehouse no longer resides there and we have a new tenant or owner that wants it removed, I see no reason to impose it. So I make a recommendation on a 90 day trail to remove the 15 minute loading zone 8 a.m. to 5 p.m. Monday through Friday, East side South Broadway from a point 60 feet North of Prospect Place to a point 100 feet North of Prospect Place.

- Okay, hear a motion?

- Mr. Chairman, I move.

- Motion been made.

- Second.

- Seconded, all in favor?

- Aye.

- Motion carries. Four, initial request, consideration with possible action on request by the traffic engineer to establish a one-way yield condition at Lafayette Drive and Candle Way.

- Yes, there is actually a new roadway system in this area here so this wooded area is now called Pine Acres Subdivision. They are currently selling lots for building on single-family homes. So, the roads have recently been dedicated back to the city, as a matter of fact, at the last council meeting is when that action took place. So last week, Tuesday. So, the one intersection right here, you can see before there was a stub of road, now--

- What is the major street to the North there?

- This is Hazelwood Lane.

- Oh, that's Hazelwood?

- Hazelwood is here, Southpoint is here. So yeah, just kind of give it to you in context here is Lombardi Middle, here is the airport, here's 41 which turns into Lombardi Avenue. So, Lafayette, really now is more the main street out of this subdivision and it t's into Candle Way which I would consider a residential collector. Not an official collector but it is sort of a collector over to the official collector called Hazelwood Lane. So,

out of all the intersections that now come in here and intersect with, you know, Crescent Springs has an intersection as well. There's one internal to it. But seeing how we really have no one building out there yet to my knowledge, but that anyone that is or people who are interested in coming through that this is probably a logical place to have some sort of intersection control. It is a T intersection so I think that natural progression would be for the residential collector traffic to just continue through while Lafayette yields to the smaller. It is my recommendation for a 90 day trial to approve of a one way yield condition on Lafayette, West bound on Candle Way.

- So moved, Mr. Chairman.

- Hear a motion, second--

- Second.

- Motion made in second. All in favor?

- Aye.

- Motion carries. Is Alderman Brunette right outside there, we can go back to five then, we have some people waiting for five--

- Yeah, I think we're at--

- Waiting for five, so, okay, all right, why don't we move to go after nine, we're looking to go back to five. I had some people who are present.

- If everyone else is in agreement.

- Sure.

- Ok five, initial request, consideration of possible action on request for Alderman Brunette to improve traffic flow enforcement on West Mason Street and Packerland Drive to Hillcrest Drive and in the neighborhood surrounding this area specifically during the times of school start and dismissal. You want Alderman to speak first? Dave, do you wanna?

- I'm a little, yeah. I really don't know, I mean this is kind of a large area that we're talking about. However, I'm looking at some of the request & comment forms that have been in and some of the emails I have received today from Alderman Brunette, I think a lot of this may be focused more on one particular location, so I think perhaps maybe it would be a good idea to make a recommendation to open the floor, listen to the comments, and then have a discussion.

- Should Alderman Brunette go first though?

- Absolutely.

- Okay.

- Thank you.

- Okay.

- Thank you, gentlemen. And I apologize for not being here right at 5:30.

- No problem.

- I had another constituent issue at the meeting upstairs end late.

- That's it, go.

- I apologize, ladies and gentlemen. So, I've been the District Alderman for about a year and a half now, going on two years, and you know, knocking on doors throughout that area. There was a complaint of, probably the biggest complaint that I ever received, and now since being in office, probably speeding concerns are very high and what kind of led to this point in working with the neighborhood association president and getting information out there, kind of learning the situation a little more, speaking with Lieutenant Strouf a little bit and Mr. Hansen, we kind of reached a point where something needs to be done. And what kind of led to this day is that the school session beginning, we have kids, I don't know how familiar you are with the far West side, but Mason Street becomes 54 and it dissects two residential neighborhoods and now folks go back and forth with very little control in their section and it's causing a tremendous safety issue. There's limited sidewalks in the area and so when you have kids going to and from school, King Elementary is down the road as is Lombardi Middle School, now people are so accustomed to really speeding up and down 54 like you wouldn't believe.

- Yeah.

- And something needs to be done whether enhanced enforcement, I'd be more inclined to recommend a controlled intersection, of course I believe it's a state highway so that's a little more difficult. There's a representative from the Oneida Nation here who may want to speak to the subject. But, I come today to just say something needs to be done. On my street, which isn't too far away from here, there's a little girl sadly got hit by a car. She's about a year old. Luckily, she survived. And my fear as a father of small children and representing people with small children is, and you're the Traffic Commission so you hear this a lot, but I waited to bring this forward so I'm not, it's not a knee-jerk response but I will say we need to do something to better pedestrian safety and bicycle safety along that area. Now the motion was for Mason all the way to Hillcrest. That's where a lot of the complaints have originated from, but more specifically, the intersection across LaCount. LaCount is an area that connects Fritsch Park to schools in the, I believe that would be the Southern part of the city.

- Just a question, do they get bussed to King or Lombardi from that side?

- There is a, Mr. Lee, Terry Lee will probably speak to that a little more. That was his main concern as well as his fiance's concern.

- Okay, all right. All right, thank you.

- Yep.

- Okay, we'll open it up to the floor then.

- Chairman, I move that we open the floor--

- Okay.

- For discussion.

- Motion made to open the floor for discussion, comments? Motion made and second, all in favor?

- Aye.

- Motion carries. Dave, are you gonna read off of your list there?

- Sure. I guess, uh, I know Terry has been quite involved in this and maybe we can have Terry speak first.

- Sure.

- Okay, yeah sure.

- Thank you, Council, for having this on the committee meeting. Yeah, so I've been talking with obviously a lot of our neighbors and stuff like that and pretty much everyone has a story: I almost got hit this one time. And when a lot of stories start like that, you definitely have a feeling that something needs to be different. So, I'm asking for a consideration here: one, my son Jack here is going to Lombardi Middle School. This is the first year we actually started busing him because he starts an hour earlier before our twin girls who go to King Elementary over there. But the school district admitted that they made a mistake in putting the school bus stop across West Mason to pick up the kids and I do believe Jack, you have one other person, one other kid? One other kid that rides a bus and a couple kids I do believe, have been riding their bikes, too. So it's pretty minimal, but at the same time that's rush hour traffic, he's gotta be out there for the bus before seven o'clock and he's done and back by about 3:15 or so. So, as a point of concern, obviously, I do believe the city does pay for crossing guards for schools. At minimum, I'd like to see if we could possibly consider a crossing guard for as a bandaid fix for this. But overall, obviously there's a big concern of just the traffic flow and obviously pedestrians crossing. According to the Wisconsin DOT there's 12,800 vehicles that estimate travel West from Packerland towards Hillcrest in that time frame on a daily basis and this was based on a study from, I do believe, last June 2018. So there's a lot of cars there. At this convergence of this intersection as well are two hills. Two small hills. And by the time you get across the walkway, they're already speeding doing 50, 60 miles per hour. You've already met them right in the middle and there's not a boulevard there where the crosswalk is where you could seek at least some sort of shelter or safety in the middle as well. Personally, me, you know, just getting across our neighborhood on where I live on the South side of West Mason, we do not have a park. Ted Fritsch Park is an amazing park and there's a lot of people that ride their bikes down that short walkway there, Ted Fritsch Park back there where there's a ballpark, there's a creek, there's a wooded area, it is an amazing park and a lot of people love seeing and playing in that park. There's a lot of people that want to go for a walk. But, instead of walking, they take their vehicles, they want to be safer to cross that area. So, like I said, I don't know what the best solution is. Um, I definitely want to be fiscally conservative when it comes to the best solutions here 'cause you know, I know we all pay a lot of taxes here. But I'd like to see a recommendation from you, regarding some recommendations possibly from the city regarding something on this nature. Obviously we want to definitely make sure we encourage walking and biking and stuff like that and I think having that safe walkway and a crosswalk there would be an amazing improvement. The speeding is obviously a huge factor. I don't know if some sort of control enforcement. I know I have seen an increase in patrols in that area but I don't see a lot of people pulled over or anything like that. So, there's obviously got some concerns on that. Uh, some other things here, like I said, there's also just really a low visibility as well. Coming from the South, turning to the right, turning into the left, the stop line where you have to stop, I think vegetation is crossing that triangle field that you kinda have to kinda see where my property is. It may need to be cut back some because you definitely, with the hill and with the speeders down there, definitely need to have some more visibility on that because if you're stopped there you really do gotta creep out and it's even worse when the snowbanks are up higher right there along that area. Some other areas here, like I said, I'd like to see if we can get a possible controlled intersection, a crosswalk, something light with the flashing lights. I don't know what we can do regarding that but I'd like to see some recommendations possibly from the city here regarding what we can possibly pursue to pursue that intersection there. Any questions or anything like that for me?

- You live on the--

- I live actually right on the corner. Right there, right to the right. Yep, right there in the duplex right there.

- Your child rides the bus too?
- Yeah, he has to cross because the bus travels down on West Mas, or the frontage road up there, and he crosses right over there, yep, next, the frontage road down.
- He gets picked up on the frontage road there?
- Yep, that's where, 'cause obviously this , the school buses don't even want the school buses to cross four lanes of traffic. And they admitted they made a mistake but--
- How long ago did they change that?
- We're in the walk zone so we're paying for it. So, it's not something that they apparently they really wanted to bend to try to even get us to pay more to reroute because--
- That area design.
- Yeah, so, it's a two mile walk. So we, you know, he's starting an hour earlier before that. But like I said, I would like to see possibly some crossing guards there if there's a bandaid fix. But overall I think the intersection needs some sort of control of some sort at that point. So I know the city's done a couple studies I do believe in 2017 and also 2015, some traffic studies. So I'm sure there's plenty of data that's only going to say there's a few more, there's more pedestrians and there's more traffic so, I don't know if the resources need to be done to do that but I think it's just taking a look at what are some possible recommendations on how we can remedy the situation.
- Thank you - very insightful.
- Next, I guess we'll just go in alphabetical order here, Karissa Ganel.
- Karissa. I'm not a professional speaker by any means, guys. I don't have anything eloquent--
- Speak from the heart, you're fine.
- I'm gonna tell you, look at that street, guys. Do you know how many decision points there are for traffic on that street? Now try to add a pedestrian walking across with something like a stroller or a bike. There's no where to go. Terry was absolutely correct. When you get to that middle, you gotta book it because the trucks and the cars are just zooming right past you. The drive here, alone, I turned off of LaCount onto Mason Street just to go up and cars are flying past you. I travel this on my way to work and you wouldn't believe just how fast these cars are going to get past you. So I'm showing my speed limit, I'm going actually 40 on a 35, so that's pretty incriminating. Watch this vehicle fly past me. That's insane. And that is not uncommon. This is every day, multiple times a day. Nobody stops for that. I agree with Terry. I drive my kids the mile across the street because I feel like if I get hit I'm in a car and that's better than being in my stroller with my four month old and my two year old. This is a big problem. And it isn't just LaCount and Mason Street. I'll actually argue, if you go a little bit more West, this is on the corner of Hillcrest too, the same issue.
- It's huge, huge.
- Comes up. Because further West the speed changes to 55. Cars don't slow down coming out of that area and they speed up so much in advance before they hit it. I've seen--
- Was it down to 55?

- Actually on the other side of the dog park. So, there's Double F, if you go just a more to the left,
- Yep a little bit more West. right there. Right there.
- Right where it makes that little, yep, right there it turns to 55. So you're West of FF or Hillcrest.
- Yeah, and traffic does not slow down. It doesn't matter if it's busy. If it's busy you'll see people weaving.
- And that's right where the city limits are.
- It doesn't stop. Heaven forbid, you're right. With the snow this last year, you have to actually move out into traffic to try to see around those snow banks. There's no sidewalk there. And up and down Mason Street, there's no sidewalk there. It is extremely dangerous. I've seen crashes on those streets before.
- Okay, points are well taken.
- What is that?
- Your points are well taken. You're speaking from the heart---
- With urgency I hope!
- You did well.
- Randall Griswold, 1041 Village Green Court...
- Thank you members of the commission, appreciate the opportunity to hear our issues with regard to this particular area. First off, I live at 1041 Village Green Court. I live on the far West side. I've lived out there for approximately 30 years. I am keenly aware and very, very familiar with both the LaCount intersection as well as Hillcrest. I think we all remember the bus crash that occurred out there at Hillcrest and West Mason several years ago that cost the life of a bus driver. In fact, I was the first one on the scene when that accident actually occurred. So I'm, I vividly remember. My daughter, my five year old daughter was the last one put on the bus before that bus was hit by that tractor trailer. Now, the state has redesigned that intersection to some degree. It's not any safer now than it was before. In spite of the design, or the redesign, I think the thing that's changed more, more than anything else, is that the traffic pattern particularly with the traffic running North and South on Hillcrest, people are just, that whole Thornberry Creek subdivision, it's a phoenix now, plus all of the other development so that Hillcrest Road running North and South coming off of Mason is basically a feeder, it's an artery, for that Thornberry Creek area and all of that development to the North of that until you hit 29. I drive that road, I drive, myself, my wife, my family, we drive West Mason all the time. We've been living there for 30 years. As she said, I can tell you the speed limit's 35. I purposely, and I'm President of the Ted Fritsch Neighborhood Association, so I've been listening to the residents in our area, this is a quality of life issue for the people in my neighborhood. Fritsch Park services all of the subdivision South of West Mason including King of Arms. There's no parks in either of that geographical area for any of the residents in that area. So those people are looking at Fritsch Park as their park. We see that all the time in a lot of the events that we have. We have a Fall Fest coming up this Wednesday. Last year we had about 125 to 140 people at our Fall Fest activity and they were not all Fritsch Park Neighborhood Association members. Many of them came from the adjacent geographical areas because we are their park. So, as was Alderman Brunette indicated, this is a very, very busy park. We have a lot of things going on. We just added a Gaga Ball Pit so there's a lot of energy oh there in that area. I purposely drive 40 miles an hour Westbound on Mason as I travel to my home. You can't imagine the obscene gestures that I get from people as they pass by because I'm only doing 40 and I'm not making it up.
- Yeah!

- It's no exaggeration for me to tell you that people are clearly doing 55 to 60 miles an hour even before they get to Hillcrest. They are, they are, I can't think of it without using profanity. They are hell bent on getting to the West side of Green Bay and beyond, okay? There's no way you're going to slow down that traffic with the current situation the way it is. Now, with regard to LaCount, I do about a three-and-a-half mile walk everyday in that area including the King of Arms area and I cross West Mason North to South and I end my route South to North to cross West Mason again at LaCount. It's part of my daily three mile walk. I can tell you, everyday I walk it six days a week. I have never seen the traffic stop when I stand there at LaCount at that pedestrian cross walk sign waiting to cross. I have never seen anybody stop. So then I will cross halfway to get halfway across thinking okay, maybe somebody will stop. They'll never stop there either. So you're basically taking your life into your own hands. There's no way I would want a child getting off of a bus to cross that. Ironically today about four o'clock, talk about irony, about four o'clock today I was sitting at that intersection cross, to cross LaCount to go from South to North and there was a young gentlemen there walking his dog about four o'clock. He stood at the intersection, waited for the traffic flow to lighten, he started to cross about half way, two cars stopped who were going to turn left to get onto LaCount Southbound, so they stopped and waited for him, the dog saw the car stopped, the dog started to pull him and the car coming on the other side of those stopped vehicles kept going and damn near hit him. And I purposely went and I tracked him down and I asked him how often do you use this intersection. He said I use it a lot because he likes to walk in Fritsch Park but he said I don't like using it because it's just way too risky. So, it's a huge quality of life issue for us. I'm not here tonight asking for any answers. We are asking for the city's attention with regard to this problem area. LaCount, as well as the traffic West bound on West Mason to Hillcrest and beyond. Any questions? You can see my passion?

- He's normally a really quiet kind of guy. I know him pretty well.

- Take your blood pressure pills.

- Thank you, thanks a lot.

- Thanks Randall.

- Thank you for your comments here.

- [Randall] It's a huge issue, just waiting for a fatality.

- [Woman] It is, it really is. That's the thing.

- Sarah, is it Weisha?

- Lueschow!

- Lueschow, sorry 3121 North Gothic Cir.

- Another good neighborhood association president.

- Yes, I am President of the King of Arms Neighborhood Association, which is South of Mason. So, where I am, like Randy said, Ted Fritsch Park is the closest park to my neighborhood. Yes, that's it. Actually, is that it?

- Yes.

- Yes, yeah, yeah, yeah. So, yeah I live a little bit further South, but yeah. So, being the closest park and I'm really big, my kids are just old enough where they're starting to ride bikes, I really want to be able to ride our bikes there. The way that I would do that if I leave the neighborhood is I would take West Point to LaCount

and I would cross over LaCount to get there. Not an option. It's just absolutely not an option to do that. Not only is it not, it's not even safe in that intersection, I don't even think it's safe for us to ride bikes on LaCount.

- [Woman] No.

- It's a very, very, very wide street but there are no bike lanes and I'm sure people's speed--

- Passing going 25.

- Way faster than that. It's insane and I know Terry, we've talked about this too. People just speed up and down LaCount 'cause like I said, it's wide open, there's not a whole lot of cars that park there so it's just, I don't know, they can get away with it, right? So, people speed up and down LaCount so I wouldn't even feel safe on LaCount the way it is right now. But, getting to the intersection, there's no way we could cross over safely so just like everybody else has said, it's just not safe. You know, being so far away from a park, wanting to be the mom that encourages my kids to walk and ride bikes and we are outside constantly. I would love for us to be able to ride our bikes there. And then being president of the neighborhood association and talking to everybody who has kids, they feel the same way. I actually had a new resident that moved in and they were, they were so excited, very big bike riding family. They did it once. And they said they would never do it again because it was just too dangerous. And then on top of that--

- Hey mom, is it time?

- Yes, switch. The, like Randy said, the traffic, and I'm sorry, I forgot your name?

- I'm Karissa.

- Karissa, the traffic on Mason is so aggressive. And, I have come, there are so many different ways to get out of King of Arms and a lot of people in my neighborhood avoid Hillcrest because the road is very bad. Now a portion of it just got fixed and it is very nice but there is still the portion from King of Arms to Mason that is really awful so people try to avoid it and I know that pushes a lot more people to LaCount, it pushes a lot more people to use Mason and cut through LaCount and I personally just try to avoid it because I'm driving with my kids and I'm the person that does the speed limit and I have people just cruising past me even honking their horns. Like I said, very, very aggressive, very unsafe. And, I mean, you have a decent distance from that intersection before, you know, the speed limit increases. It's not safe out there either when you look at some of the intersections it's just, the whole area, people need to slow down. And like everybody else said, I'm not sure what the best solution is but I'd be very interested to hear what some of the options are and hopefully we can move forward with something. That's all I got.

- Thank you for coming. Do you have anybody else to speak there?

- No more.

- No more? Okay.

- Motion to close the floor.

- Second.

- Anybody else that's come late that wants to speak to that item? If not, I'll close the floor and that will be the last public comment we can take, so. Okay, entertain motion to--

- It's been moved and seconded.

- Motion back to regular business and seconded, all in favor?

- Aye.

- Motion carries. Dave, I'll look at your for your comments next.

- Yeah, my comments. Okay, I think, well what you heard tonight, some of that has been verified that you know, speeds as we know on West Mason Street can be high. It is a larger crossing and so forth in order to get across and there is no signals or anything like that so you've already heard that. So, I'm presuming that really this request is, 'cause when I first heard it it kinda sounded very large and encompassing so I guess for staff if we're going to be doing anything with this request, I kinda want it to be focused a little bit more than broad. So I'm presuming it really has to do with two intersections and really the corridor between them which would really be West Mason Street between LaCount and Hillcrest. And, the crossing issues and concerns and the speed limits. So, if I'm close that's really what I'm going to concentrate on the rest of the night.

- My response. I think you got that.

- Okay, so as Terry had mentioned that, there has been some studies done. It is my understanding too 'cause I was talking to traffic technicians today & I believe you'd spoken with our traffic technician today as you had called about eight this morning.

- Yeah.

- Just to get some of the information I presume. So, just to bring you up to speed, we'll go back to 2015 when Alderman Tom Sladek was the representative of that district and he had brought forward a request about traffic or pedestrian safety concerns at the intersection of LaCount and West Mason Street. So, a lot of what you heard tonight I know was some of the similar concerns that were raised at that time. There is a eight page memo that was prepared, my signature but staff of course included in the preparation of this, going over really what we did at one time. So I think what we need to look at is what we did in 2015 to kind of understand where we got it to today. So, looking at the intersection itself, um, what you did not have back in 2015 were these crosswalks--

- Right.

- Those were not present nor this sidewalk connector here. So ADA-style curb ramps were installed in this segment, it was installed over here. There was consideration at one time to even look at potentially even enhancing the pedestrian walkway here with sidewalks as well. That's obviously a consideration for any sort of a park type destination. So at that time, we did actually look at the traffic on West Mason, we looked at the pedestrian crossing itself. We wanted to just find out, you know, just sort of pedestrian-level services really at this intersection. So, I did want, I think it was Terry that made a mention of something about a little bit of difficulty and look at intersection site distance and stopping sight distance. At the time we reviewed this, it was actually compliant for the posted speeds out there. That doesn't mean that we haven't in the last four years potentially had some overgrowth with trees. That's certainly something that us as staff can review just to make sure that we still have the adequate intersection sight distance out there. So, my assumption, I think I had heard the Northbound to Eastbound turn and potentially maybe there's some tree here obstruction. The other comment was about how far back the stop line is. The stop line location is actually predicated on the crosswalk location, which we really didn't have much of a choice since we already had the sidewalk that were in place and the crossing available, so, our policy, or really it's engineering practice, is to offset those by four feet from the crosswalk. So the crosswalk was put in so the curb ramps would line up for that and tie into those and then it's just simply four feet from there. Now, DMV and operation code does allow a motorist, or they do basically have to stop legally at the stop line but they are able to encroach a little bit further into the intersection if need be, legally. So, as long as they stop there, they look, there's no pedestrians there to be conflicting, they have legally the right to move forward and decide if the movement is safe. Getting back to the

study again, we did look at the amount of crossing time it takes to cross the intersection. So really, two numbers were really determined. One was based off an average adult walking speed, which I presume was mine. I just walked at an average speed. I didn't try to go fast or anything like that. So, the time it took me to cross to a median was 10 seconds, then wait, then another 10 seconds. So full crossing was roughly about 20 for average adult. And I do want to emphasize that, I don't know who brought up that as well about the median, that there is no quote end quote pedestrian refuge and that's true. But the median does exist and the only reason that this isn't extended past here was a, this was given to us by the DOT and we inherited this road way back, in I believe it was '92, nor was there a project to extend it for the simple fact if you extend this past here, you're gonna start looking at turning issues with vehicles going over that median. And as we know, since this is a collector street, that there are going to be, at times, larger vehicles. So we do have to accommodate that as part of a turning movement sort of path analysis. So, leaving these where they are is probably, I guess, it's something that's feasible at this point in time. And it does, because you have that breakup, it still at least provides some sort of protection. Not not exactly a pedestrian refuge but it does provide something rather than nothing. Getting back to the crossing speeds for maybe someone who may be walking slower? Actually, we looked at what is 3.5 feet per second which is what METCD points us to is a walking speed acceptable for all user groups. So that means 15 seconds to the middle and then for full crossing the 30 seconds. And just looking at this intersection relative to how we timed flashing don't walks at signalized intersections, it's 30 seconds. So it's actually way on the top end. Something like this would probably be in the realm of 26 to 28. So, I think that, you know, just to kind of give you an idea of what that cost intended would really entail. And that would just be one single not multi stage gap acceptance as it sits in the middle. We did look at the number of pedestrians crossing. I do want to note that we did a 12-hour pedestrian count back on Thursday, July 9th. Now, a little bit contrary to what I'm hearing tonight, well at least at the time, was that because of the activity was higher to the park during the summer, that's when they actually wanted the study done. So, that was all the information that we got. Was okay, we are having difficulty crossing, but that is even more highlighted or expanded in the summer when people are walking and biking out more frequently. I think we have the added component now of Mr. Lee and his family because the school district now as it such that he has to cross the street. So, that was never brought up at the time we studied this in 2015. So I do think that is, I guess an extra element that's been brought into this. Whether or not they're going to do that next year, kinda sounds to me like that answer would be no based off the school district already responding that they made a mistake. So, my presumption is next year this probably is not going to be that way? I don't know, we'd have to verify with their transportation manager. Looking back into some of the discussions made at the time in this memorandum, we did look at a few different studies that are out there. Federal Highways has one, it's also known in my industry circles as the Zeiger Report relative to the safety of marked and unmarked crosswalks and it basically says that just marking them alone isn't going to necessarily going to provide a market safety improvement. Also in the Boulder Report, they talk about, they basically kind of have, I don't want to say warrants, but they give more measures if you have a particular type of crossing activity what sort of treatments should be in place. So at the time, my recommendation was to mark and install new crosswalk crossing at East approach of this intersection, which you obviously see here that we marked this. I don't believe this was actually a marked cross walk but we figured since we have the curb ramp here, here, and here that we just mark both of them. Marking the stop line, that was not there before. It is now. Third component was for the police department to enforce speeds on West Mason Street near LaCount Road. And I did want to add that, because I think I do actually recall that there was a speed survey done as part of this report and let me find it. I know we had some speeds documented in this. Posted speed is 35, that was confirmed. I'm not seeing it here but my recollection is that in one direction we had the upper 40's, this was like 46 or 48 for an 85th percentile speed. And the opposing direction, which I believe would have been Eastbound was I think around 52. So, 85th percentile as many of you know is what we look at as that is what a majority of the traffic is traveling. So when people kind of give that anecdotal number out, that's kind of the number that we feel. So I've heard 60 miles an hour earlier and you know, 50, and all that. So, 46 and 52 is actually the actual numbers that were documented four years ago. So okay, getting back to that third motion, I guess that was for PD to conduct enforcement activity near this intersection and for Public Works to double up on speed limit signs approaching West Mason at LaCount and to increase the size to the new standard size. Back in 2010, Federal Highways had new mandate on some signing requirements and one of them was to upgrade the sign size in multi-lane divided highways, which this is. So not only, we took this motion at Public Works to do this for this

area here, we actually did this on the entire corridor from 41 out. So, we kind of covered everything here. So, that being said, I do have some updated information that came from, and I know we've heard tonight, multiple times, the Safe Walk and Bike Plan. This was very measurable tool and document that was recently approved by council and there were some recommendations even at this location relative to the crossing itself. So, I am going to bring up what we have here. And there's actually a pretty cool map. What we ended up getting from the consultant was an arcGIS layers meaning that we had the ability to now see what these improvements are on a map. So, I was able to get into that, bring that layer it, and in essence kind of look at this whole area. 'Cause I wanted, of course, incorporate the front of Pack, because I know that was much of the request from Packerland to Hillcrest just to kind of give you an idea what sort of level of detail was in that plan 'cause traffic flow, traffic safety, things like that, I think we need to kind of look at the overall picture. So, what you see here is TC and look at, cool, I can move it. So let's just start here at Packerland. So you can see, wherever you see purple lines, that shows sidewalk. So the recommended sidewalk on both sides of Packerland up to the intersection as you can see on West Mason Street on both sides up to this area here where the cul de sac comes into TC property but that's because it intersects with this proposed multi-use path that actually goes into the campus and that crosses Packerland North, goes over towards Walmart area. So this multi-use path is shown in yellow as a recommendation for pedestrian and bike accommodations on the North Side. On the South Side you can see we have sidewalks all the way through the requested area. So, I think the pedestrian accommodations as part of this study are pretty well in favor of looking at let's improve these pedestrian accommodations along West Mason Street on this whole request area. Let's look at the intersections. These two red dots simply mean recommended improvements. The study calls for looking for pedestrian upgrades at the intersection. This is one that's been, like, I can tell you its been a challenge professionally for us for the simple fact you may have heard me say we inherited this from the DOT back in the 90's. So, when we inherit things from the DOT, sometimes, you know, you get everything, good, bad, and whatever. So, yeah, and overtime, some of the opinions that we've had in the industry is that frontage roads, we understand that they can be, although they can be a good access management tool, also having their inherent problems when it comes down to where they come to intersections and their proximity to major intersections. So in this case, Mason, Packerland and so, we've seen it during 41 construction where we had concrete barriers that were installed so that cross-traffic could happen because we just knew it was not a safe movement to be made with the increased traffic. So anyway, this is calling for pedestrian crosswalks, the countdown timers, those things like that. Signal, looking here at Country Club and as Country Club's actually in our improvement list and we actually applied to that leave recently we're accepting grant funding under the STP program for its reconstruction. Not only there's gonna be sidewalks on each side but I can tell you there's gonna be bike accommodations. That blue line kind of gets covered up here, but I was involved in some of the scoping of that. So we're looking at bike and ped accommodations on Country Club, which include the crossings themselves. Moving forward to the intersection that's been discussed mostly tonight, as you can see this light blue line, what that represents is shared bike use and basically what we call sh-arrows. When you look at the roadway, you see a symbol that's got the double arrows. It's kind of like a hybrid between not having anything marked and having a bike lane. So, it's really to tell the bicyclist this is where we want you to actually ride your bike and it also is a way to inform motorists that this is actually a preferred route for bicyclists. And I don't think that's really any surprise because we have Ted Fritsch Park and we have the neighborhood. And, some of the input that we received as part of the Safe Walk and Bike Plan, which presumably even came from some of the people here in the gallery here tonight. The two dots you see here are improvements and I actually did copy, I think, a page right out of the plan itself. The pedestrian school recommendations, of course it's gonna turn up this way. Let's see if I can rotate it. Rotate clockwise. So here we go. Mason Street, now this is part of looking at Mason Street. So, here you can see these are some of the issues that were identified. Really, this is everything that you've heard tonight summarizing these two bullet points. So, when it comes down to the recommendations, you can see we have five of them here. High viz crosswalk markings, so in this case, this is really no different than what we talked about at Mason Hartung earlier which would be like that ladder-style crossing, where right now we've got the double line but we just put the rungs of the ladder, basically, into it. That is what constitutes as a high viz crosswalk. Parking restrictions on crosswalk approach is basically meaning approaching up to the intersection, it means no parking your car zones, kinda opens up the intersections. Provide adequate nighttime lighting levels to one leg crossing Mason Street. What that tells me is that there is most likely not a street light right at that crosswalk. But that also tells me that they're saying the one crosswalk

is probably adequate enough. And I do remember as part of that last study, we did look at the potential of having a crosswalk on the west side, and I believe through some of the comments that were forwarded to me by the Alder today, when I read that someone has said they actually preferred a crossing on the West side. We did look into that. And we actually did not recommend that for the simple fact of we're very tight on right of way at that corner and we also have a huge drop off. Many of you probably know that. There's this large drop off there and in order to actually put in any sort of crosswalk and or curb ramp facilities, you'd have to build a retaining wall. And that would be a very, very expensive project. Not putting a price on anything like that when it comes to ped safety, but it certainly would be a capital project that would have to be approved by council. Looking at the second item, adding advanced yield here, pedestrian sign, and yield line, and extending the existing median to provide raised pedestrian refuge for pedestrians or explore whether a traffic signal is warranted. So, we did receive comments about the signal through some of them that are received. My professional experience tells me you're probably not going to warrant one here. Doesn't mean that it wouldn't. Doesn't mean that you can't go through the process. But, I just, I've been doing this for a long time. And, you know, I see this stuff. And signals usually take a lot to warrant and for good reason because as I explained on the other request it, there actually are a lot of cons to traffic signals especially when you're dealing with high volume roadways and what it introduces to the high speed facilities. And I read those crash reports all the time, so. Warrants, I take a, a thing you need to take a look at. But look at the yield line thing. Now that's one thing that is not here and that really is saying where do you want the pedestrians to yield? And, we call 'em shark tooth markings. They just look like, just kind of isosceles triangles in the roadway. That's what we call a yield marking to it and then there's a special sign that goes for it. And discussions with the consultant for Safe Walk and Bike Plan, they have said that they have seen and received a lot of positive feedback relative to that type of treatment for the simple fact of a, it's somewhat new as in you don't really see that anywhere so when you see it on a roadway, it's gonna go oh what it is this? Supplement that with a sign that says yield here, then it all comes into play. And what it does is it shows where you want the vehicles to stop. And I think a lot of motorists, when they see it they see a crosswalk. Well, what do they do? They stop too close to the intersection and you get what we have, what we heard before where you get one person stopping that may block the viewer vision and then another person on the inside lane or outside lane, whichever one is open, continues to go and that's where the safety problem can happen and we do see that. That does happen. And that's probably one of the biggest issues we find with a multi-lane divided roadway crossing or even undivided for that matter. So that being said, I see the benefit of the yield line because what it is does it forces the motorists to yield further back and it expands the views and someones coming while someone's coming and they can see the pedestrian of the actual crossing to take place. So, I actually see that as a pretty positive application at this intersection. This third point here is more relative to Packerland Drive. The fourth point is about Country Club and Mason about adding high viz at that location as well. And then we got the recommendation about sidewalks, which I have shown as part of the map. So, what we're seeing here is we already have a Safe Walk and Bike Plan that has made some recommendations so I look at the first item and that to me pretty much says let's look at high viz marking at this location which I'd have no problem installing. We're kinda coming up on the part of the season right now where I've been looking at the forecast, I have to 'cause we have staff that go on mark on a regular basis, and we're starting to get to that temperature point where the stuff just doesn't stick anymore. So I can apply it and it just wears off because the temperatures are too low. It's water-based paint and things like that. So, I could see some sort of marking recommendation taking place. If it goes in this year, I'm not going to make any guarantees that it is going to last. I would more or less see an application like this being more feasible in the spring. Um, at least for lasting. I mean, there's nothing I can do once the weather becomes controlling in this type of situations. Then you start throwing salt and plows out and you're not gonna have anything in the spring. I know I've seen it, we actually had to deal with some of that on the North Webster project last year when we did utilities and in late season paint and it was gone in days, gone, gone. So, that's my experience on that. But, probably a good springtime recommendation. That's really about all I have at this point. We do have some sort of recommendation today.

- I was just, it seemed to me, I lived out in that neighborhood, seems to me, I dunno, how can we do so well, you've got average speeds of 52 and 46, I mean, that's, as we heard from her, that's moving pretty fast in a 35 mile per hour zone. I'm sure police department's been out there more than once, Brad, trying to kinda slow down--

- I was there pretty regularly.

- Enforcement is absolutely a component in this and I hate to be that guy that sits back here and shakes my head, I wish I had the personnel where I could keep them out there for 24 hours a day because I do think this is problematic. I drive through there. I know the speeds. They're above the posted speed limit. When you're 85th percentile's average 11, 15, 17 miles an hour over the speed limit, that's a problem. It's, you know, ideally it would be a one hour window twice a week where I could say hey, I can definitely assign somebody and deploy resources to factor in that small time frame. The problem is, to me at least it sounds like this is a seven, six in the morning, until same time at night.

- That's probably true. You know, I stop. When I see your officers there doing speed control, I stop there every time and I reach out and talk to them and thank them first off for doing it. They would like to be out there more often 'cause they see the problem too.

- I don't mean to cut you off but we kind of have a certain format we need to follow and I'm not--

- Okay.

- You've shared and we appreciate what you've shared but I kinda, you know--

- You want public comment or don't you? Who are you working for?

- Well, we asked for public comment and the floor went back to regular business. But you just can't speak out of turn is what I'm asking. If you want to talk again, we'll give you the time, I mean, it's not a matter of not wanting to hear what you say, but there's a protocol we need to follow around these rules in here. But I'm not trying to be--

- Point well taken.

- There's rules at the Traffic Commission and basically what it is, is the Roberts Rules of Order is what it's called. So in essence, we open the floor, close the floor--

- I understand all these rules.

- Like I said, you're here, you came down with your time so we want to hear what you got to say, that's why we opened it up or whatever.

- So am I hearing correctly that your recommendation would be for enhanced crosswalks in the spring? Because a lot of the stuff that was in the study, the new sidewalks, the new intersections controls, that's years old.

- Yeah, what's the timing and funding for that?

- Timing and funding for?

- Your, the study that you've done and the whole--

- We funded it with our budget.

- No, but the actual--

- What is the funding mechanism for the Safe Walk Plan?

- There is none at this point in time. That's why we are seeking, I mean, typically these safe walk to school plans are usually done in two phases. You apply for a safe road design meaning you need a planning document in order to go to stage two. And if you have a planning document that's been approved by your governing body, which it has been, you have a greater chance of getting the construction element of safe walk. At this point in time, that's not available. That's why we're starting to look at other things like this MLS Grant that I mentioned earlier.

- So where are we at in that grant project?

- I can tell you that with the recommendations that are made in this plan, I would take that under my department and say we'll do that with our cost. I wouldn't wait for any sort of grant or anything like that. This is something that our staff is capable of doing. I have no problem going forward with those recommendations. That's why we hired them to do it. I agree with the recommendations of them. I just, like I said, timing is an issue with us on this. So, I agree with the recommendations. But, unfortunately, I think that our window's closed when it comes down to timing this year. I think the other component that needs to be part of this discussion is about the school part. Because if indeed Terry Lee's issue is going to go away next year because of the school district made a mistake on their routing, that needs to be part of this as well. Because if that goes away, that doesn't necessarily take care of, you know, the issue when it comes down to people attending the park, I get that. That's still there. And if the commission still desires to refer to this to Staff to Study to look at, is a signal needed, is a flashing light needed, and everything, by all means you can forward that and make it as part of your recommendation and we will study it.

- Mr. Chairman.

- I just think the biggest thing is with speed you've gotta figure out a way to get the speed down out there. I mean, that, you can put the walking like you say which is great, a step in the right direction, but until the people start slowing down out there, I mean, I hear what they're saying about crossing because I've tried to cross here, so.

- Yeah, and I don't know if, I know back in '15 it was probably when you weren't in this position but is there any, I guess, documentation or whatever happens that follows up to that motion? I mean, I don't know if police department's got records on numbers of citations made over there since then over there?

- Yeah, I mean, it's possible I could find those numbers. But at the end of the day, I'm not sure what for 2019 it's gonna be for us anyway.

- Right, right.

- When it comes down to speed, I can tell you from an engineering perspective and I'm going to say it again, we inherited this roadway from the DOT for a facility that was likely designed to be 55. I mean, and that is the hard part. And I've come to this realization and the industry's come to this realization that if you build it, they will come. You've heard that before saying for a lot of situations. But I can tell you from my own experience that what we've actually documented, that if you build it to a design speed of 55, people are most likely gonna drive at that. So I mean, it's tough to engineer that out of it unless you completely start from scratch or reconstruct it and put in sharper turns, put in narrower lanes, and shorten up those crossings for the pedestrians. So, when it comes down to an engineering solution, it's very tough at this point in time other than to create some sort of yielding mechanism at the location we're talking about. But can I control speeds with adding more signs? Well, we've already shown that. We've already done that back in 2015, 2016, adding in signs, doubling them up, making them oversized and we're still hearing that hasn't changed the behavior. That's what I'm saying. We go through these exercises of installing engineering measures and we get no results. So, something has to happen. And I've always said this and it kind of has to come down to a cultural behavioral thing. We all just have to make that decision to drive what's suppose to be. And, you know, say 35 is what it

should be posted? I would venture a guess running this through what's called US Limits, which is a Federal Highways program, that looks at everything. They look at driveway spacing, access control, lane widths, curvature, all of that stuff, we look at the characteristics of it all. And I would almost guarantee that this thing, I would be surprised if it came back at 45. It probably would say this should be signed at 50. And again, that's all based off of geometry. So it's really no surprise to me that they're driving that fast, it really is no surprise to me, it just isn't.

- Did you have something you wanted to say Alder?

- If I could.

- Yep.

- Thank you for allowing me to speak again. What are the obstacles in putting a controlled intersection in there?

- I wouldn't say there are obstacles. I look at it as I'm a P.E., Professional Engineer. I have to look at this from an engineering perspective and make a recommendation based off of my licensure with the State of Wisconsin. And, why the role that this city put me in.

- Sure.

- So, what we would do at that location is we would conduct the study, look at the nine to twelve warrants, there's a number of them and they look at everything. They look at crashes, they look at pedestrian safety, we look at everything. And, we look at that and say what are the results of the warrant study? And, based off of that we would make a recommendation is really what it would be. I've already said anecdotally what I think it would be, but that doesn't mean, that's not the engineering study. So if you want a second study added, then the recommendation from the committee should be do a warrant study at this location as well and we're more than capable of doing that.

- Sure, as the Alder for my district, that's what I would recommend and ask of the commission. But, short of that though, from now I understand, Mr. Hansen, that the paint on the road is not going to stick but we have from the middle of October to council has to approve this, right? The Commission Report gets approved by the council?

- When does Council meet?

- 29th for the Joint Finance Personnel and the 5th for the budget. So it'd be November 5th, so chances are, that would not--

- Yeah, okay Council will be acting on this report.

- Okay, so I guess my question though is it's likely the paint won't stick or your might not be able to apply it because of road conditions but from today until spring, which who knows from the rain and snow we've been getting, we could be pushing into May. I mean, that seems like a long time to not have, you know, much of anything done to slow traffic. That's the main concern, especially during the school season. What can be done short of May?

- Right, and I should probably mention that too, that if signals are actually going to be part of the consideration, yield markings would not apply then because it's a whole different type of traffic control. So, you're gonna get one or the other, you know what I mean? Yield lines, you don't put them approaching traffic signals, you put them approaching at uncontrolled pedestrian crossings--

- Lines at sights--

- Now and May--

- 'Cause it's controlled by the signal. Could we put a flashing board, the pedestrian walkway ahead, you know, down the middle? Somewhere on that road? Between now and May? See if that slows down traffic?

- Can you clarify--

- But you know what the question is when people are speeding especially now when kids are waiting for a school bus people walking across the street to get to Fritsch Park, there's the traffic isn't slowing from what I've heard from numerous people is not slowing for that marked crosswalk. So isn't there something that can draw attention, short of what you mentioned with the painting on the road. Is there some board that we can put a flashing light that says crosswalk ahead, like a temporary board of some sort?

- We don't have anything like that. However, we do have the your speed driver feedback signs that are all over the city. I mean, and moved. It's not a permanent thing. But they are put in locations for a duration. And again, that's really--

- They're not gonna speak to crosswalks or yielding, they're simply gonna flash a speed at you.

- But that addresses the speed component which really gets to that.

- Yeah, I mean--

- Which, and that's fine. I certainly wouldn't object to doing that. When we have three active boards right now for the entire city of Green Bay. Put on a list based on when the requests are made, and we only deploy until the temperature gets down to about where it's gonna start getting down to at night and that's the 30 range simply because their battery life is really limited then. Where instead of lasting a week, they'll last two days and then I have to have officers go and change them out instead of doing traffic enforcement. So I'm kind of playing this balance game of doing I want the officers out there, you know, I'm not saying that we can't do it anymore this year, but it is coming to a point where by probably the first or second week in November we won't be deploying boards again until April or May.

- I respect your rules of the Commission, so I don't want to-- One thing if I could say--

- You know, you can speak.

- Sure, one thing, I respect the professional opinion of our police department and our traffic engineer but I have been in public office for going on eight years and I will tell you the sense of urgency that I hear is it's not something that I take lightly. I mean, people have reached out a number of the length of the emails that I have received, nine maybe were in favor of some control intersection or some action. One was against any controlled intersection. So my fear is, based on what you decide as a commission, I just don't want to go back to the people who are very seriously concerned about their safety, as is Mr. Hansen, and I'm not diminishing his opinion at all, but something needs to be done other than in the spring we'll put something. That, there's something based on your experience I'm hoping you can piece together to have a solution.

- It's a very unique street, as Dave said. There's not many streets in the city that are built for 45 or 50 miles an hour that we deal with this quite honestly.

- Sure.

- Dave has probably thrown out, he's the engineer. I mean, we're laymen people that are sitting on a board trying to make the city a better place. So I mean, we gotta kinda rely on Dave as telling us too.

- Alder too, as well. I mean, it's the same thing.

- Go ahead.

- Speed is the issue.

- Speed and safety, I mean--

- So could we--

- Thank you.

- So, we know we have our two traffic officers, we have community policing. Couldn't we just focus and put them there for like two weeks and that would be their main focus on this area for two weeks to start pulling over people over, ticketing them, and I think in two weeks, everybody in that area, the entire city's gonna realize you can't be speeding through there anymore.

- Creating the Rosendale Effect, as I call it.

- We need 15 more officers is what we need.

- What about, so someone had suggested, so assuming that the school remedies its, blunder, about where the school bus stop is, recognizing, might be a little bit too late in the year given the weather to address any sort of, any sort of yield signage on the ground. What is, is it too late to hire another crossing guard for that area to at least ensure that the students are able to at least, at the start of school and at the end of the day, it doesn't address those if you want to get to the park and things like that--

- Right, but that's a--

- But presumably, once the snowfalls, I don't know how it is for bicyclists, but tires and small tires and snow don't go well. I don't know how many bicyclists you're gonna have, bicycling through the park, but at least for the kiddos in that short term.

- Right, well, and I think she brings up a good point about the crossing guard. I think maybe right now is a good time to summarize real quickly how they're installed in the city. We'd basically revised the agreement that we had, I think it was two to three years ago now, we had one program, and it's expanded to two, on how they, on who employs them. There's two different ways, an official city crossing are paid for by the City of Green Bay which basically gets managed by the police department who has a crossing guard administrator. That route is through Traffic Bike and Ped Commission. In essence, I'm asked to conduct a study, which actually we have one coming up here which you'll find out all the details on how it's done. A recommendation is made by staff for or against, commission makes a recommendation that goes to council and they say yes or no to adding a guard. The second is for a school staff member to become trained as a crossing guard but the decision to install them and where was delegated to the Department of Public Works. So, that being said, there is two different ways to do it. Knowing what those numbers are because I've done so many of these studies and from what I'm hearing today, I can guarantee you that number won't be met. And you'll even see that the numbers here, it takes a significant number of students to qualify for a city employee crossing guard. Now the ones that are employed, typically what ends up happening is that the ones that aren't, that fail that test, then they come to the department and we make a decision based off of the context of the traffic there and also we talk with the school district on availability of staff and whether or not they will have staff that are willing and able to not only do the duty but become trained to do it. This will be the first location that I would see that is not next to

a school. What normally happens is that it's right next to a school. It has to do with, typically the end of the day release period where it's usually more concentrated and then that's when they want to have the guard. Sometimes it's in the mornings as well. But, it's usually the ones where they don't meet the warrants and then they come and ask us and say do you see a problem with this and we look at all the context of the traffic, of all the road users there, and make a decision and recommendation. And if it's yes, I send them a memo with the results and then they move forward with that recommendation. That would be Chris Collender safety, that person over the school district. So there is two different ways to do it.

- Do you have any question, I mean, the school made a mistake apparently this year. Can you contact the school and say hey, we had a meeting?

- I did today, actually, about it.

- Okay, I mean, would they look, I mean, maybe it's too simple in my mind. Could they have a stop on each side of Mason Street, the school district? I mean, if they made-- I don't know.

- I can't speak on behalf--

- Yeah, I know you can't speak to that. But I mean, it's their mis, I don't want to say mistake. But, short sight, but it's almost on them to make it right in my estimation. And I don't know if they can or not, so.

- Yeah, it's really--

- If you had conversation with them, that's really all we can ask is, I mean--

- We can do that.

- What, if anything, can we do immediately to try to mitigate this issue?

- My recommendation falls in line with this: I can't put down a marking based off of weather conditions. And that was, I look at this literally on a daily basis and I look at the forecast. And we're looking at 30's and 40's this week. I can't paint in that. I just can't.

- So that would come in the spring. Maybe that should be part of our motion. But then--

- But the shark tooth markings, the yield markings, they're also accompanied with signs.

- Okay.

- Signs basically say yield here, pedestrian crossing. Yield here to peds. So it draws them back like 30 feet from the crosswalk. So, can I put the signs up without the markings? I don't know. I'd actually have to look into the manual and see if that's even legal to do. There's a possibility. I don't know, maybe. Maybe I can, and if I can I don't have any problem putting those signs up. I just don't know if it's legal. I don't know off the top of my head. I'd have to look at it.

- Well, legality issue, I can see putting the signs up and somebody's crossing and they get hit and then--

- I'm not gonna make a recommendation based off my professional registration on that until I actually can look into to see what the actual manual states.

- Can we put those speed boards out there right now?

- That would be up to the Lieutenant.

- I'm sorry.
- Can we put those speed boards out there right now?
- Well, we can move 'em. We do 'em basically in the order that the requests come in. We try to be fair to the people around the city and we only have three signs, so--
- I understand, I asked for them at University and they haven't been there, so. I'm not sure where you're at on the list.
- I'll tell you what, I bet it's about 30 people or 30 requests right now. And it's just like, and we're all aware. Traffic concerns throughout the city are one of the main concerns, I do my best to deploy. I can move this up and we can get them deployed. The problem with the speed sign is they will work for awhile. I'm concerned that they're not a real solution. But we can certainly deploy them.
- Put more squad cars out there? Traffic control?
- Well again, it's by request. It's by where of the areas of concern. This is certainly going to be, tomorrow morning at four a.m. When I come in, this will be added to the list of areas, not only for the traffic enforcement, but for the community of police officers. That's the line share of traffic concerns or complaints, if you want to call them, are handled by the traffic unit and the community police in that particular area. Patrol is not exempt from doing traffic. But they are tasked with a lot of other duties as well. But everybody gets made aware, this was brought up at the meeting, which is where we need catch some people.
- So--
- Go ahead.
- I had follow up, positive question. So I'll wait to the end.
- I think...
- So if it's possible for a school employee to become trained, is it possible for a, say, well, I think they left but they were focused on members of their neighborhood associations--
- I can answer that quickly, no.
- Okay.
- No, that's fine. I just didn't--
- I was instrumental in crafting that agreement.
- Okay.
- And I can tell you that it was only extended out to school staff.
- Okay, I was just trying to think outside the box.
- Good question.

- Chairman, let me , we're getting onto almost bedtime here. At least mine because I get up at four o'clock in the morning. Let me just throw this out as a motion that we request that a, that the police department consider enhanced enforcement, that b, we plan for enhanced crosswalk markings in the spring, I understand that they can't be put in if they're not gonna stick, I mean, that's useless. But that c, we put signage up and we put it up immediately if legally we can do it.

- For the yield markings?

- For the yield markings.

- Yeah, okay.

- That'd be my motion.

- Can I ask another question?

- Um, let's suspend the rules one more time. We got a lot of people here interested. Normally we don't do this. You get one shot at talking, I'm not trying to be--

- No, I understand.

- But, there's rules for me to follow, but we're gonna open it up one more time 'cause you guys, or people, come to express sincerity about their situation. So, motion made to open up the floor again.

- Second.

- Second, okay, all in favor. Okay, so we'll give everybody about two minutes.

- Sure.

- If you want to come up to speaker?

- Yeah, so I just have a dumb question. So we talked about like putting these postage up. We already have some signs up, right? And there's those big yellow signs with pedestrians on it and then the crosswalk. How do I know, as I'm crossing down the street, I see people flying down, that they're gonna actually stop at that yield?

- What's your question? How do you know?

- Yeah, how do I know as a pedestrian?

- You don't.

- That's the part that scares me about this. You brought this up so many times. Like, what do we do about that speed? And it's not even just pedestrians, right? If I have a person trying to get into the road, I see someone at the top of the hill, I come out, they're right on my bumper right away. There's no way to safely enter this. I don't know. I'm disappointed here that signs are the option 'cause we have signs and they're just not doing it. I don't know as much about it as you do, but .

- A lot of times when you are able to convey what you want to do, when you see pedestrian warning signs with down arrows, all it's really doing is saying this is where the crosswalk is. It's not necessarily telling the motorists, although they should know by the legal markings on the street what to do, the enhancements that we're talking about here with the advanced yield here to pedestrian type of signage, that's actually giving them

more information. So, I do actually think there would be some sort of enhancement sign with that. That is an engineering application I think we can all agree on, probably would do something.

- Are there studies that support that?

- Mm-hmm, yeah. And again, that's why I was saying I was talking to the Safe Walk and Bike Plan project manager and I wanted to get her feedback. What have you seen as a result of these applications when you've done them? Have you seen success? 'Cause it opens up those sight lines and you don't get that pass by and strike because that gets eliminated because the motorist is stopping further back. And, if someone tries to go past them, they can at least see them where that pass because they're not passing right at the bumper of the vehicle that actually stops. So I actually do believe that this is probably going to enhance it, absolutely. I wouldn't make the recommendation otherwise.

- There's no guarantee anybody's gonna stop though.

- That's the part that scares me.

- I see your point, yes.

- More information--

- You just don't want to step out when people don't stop.

- It's something different than what we've seen anywhere else in the city and I've got a consultant from East Coast, I mean, they're all over the place actually. Anyway, providing me with some positive feedback on the applications at other locations.

- I just want everyone--

- Nope, you're good.

- As somebody who uses the LaCount intersection everyday, countless times a day, you made an interesting comment to that. The crosswalk right now was on the east side of that intersection, to line up with that sidewalk. When I think about all the times I've been at that intersection, the largest percentage of traffic, which is Westbound, it's got, and I don't have a number but I'm going to speculate, it's got to be at least 50% of the traffic is Westbound, typically comes to that intersection and then makes a left turn to head Southbound down LaCount to feed that whole subdivision. So what I'm thinking is if you move that crosswalk at some point to the west side of that intersection, you lower the relative risk by a fair degree just by the fact that a large percentage of that traffic is actually turning left before they even get to that crosswalk. I never thought about that until you mentioned that tonight but that might be a viable alternative as a possible solution. It's cost effective in terms of redesigning it at some point down the road.

- There's a problem with the big embankment there.

- Well yeah, but you've gotta come up with a sidewalk to feed it, but at some point. But at least it lowers the relative risk by shifting it to the West if you, 50 or 100 feet as an option, I think. That's the biggest issue for us is what could we do to lower the relative risk for the people who use that on a regular basis.

- Sure, yep.

- That's a good point and I think as well, when I've shown at least what we have in the approved plan for sidewalks, I think once we get an approved sidewalk plan that actually becomes a plan and it's constructed

along there, that's when you're gonna start to see improvements on that Northwest corner. That would be part of a project like that.

- All right. We're not asking for anything right away--

- No, you're okay. You're on the list.

- I'm gonna tell my neighbors Wednesday night at Fall Fest they're looking at it, that they're looking at it hot and heavy and it's a hot item. And that's all I'm gonna say.

- Explain the time of the year--

- Yep.

- Is a detriment, but not that it won't be done. So, but we're listening so...

- Thank you.

- Anyone else want to comment last time? With that, no more comments we're gonna close her up. All right, motion been made, back to regular business?

- Second.

- Motion made, second. All in favor. Okay, go ahead.

- Yeah, real quick. Mr. Theno, I like the motion, I think the ball gets rolling from this point on. I'm kind of all hands on deck on this issue. I would suggest and recommend that you add another item to your motion to reach out to the Oneida Tribe to see if they'd be interested in helping with the enforcement of speeding. There are a lot of tribally owned properties all around that area. And I don't know what the working relationship is with the city but if you could add that to the official motion I would greatly appreciate that.

- I would make a friendly amendment to add item D to the motion.

- One last, would the State of Wisconsin since it's a state highway, is there any?

- It's connecting--

- Actually, that's a good, I'm glad you made that clarification. As I alluded to earlier, there was a jurisdictional transfer in the early 90's, that's actually our street. It's considered a connecting highway meaning they are able to badge it as Highway 54, but we still own and maintain it. And, in response they pay us money to maintain it in order to direct the regional traffic on our street.

- But they wouldn't come seeing the need for some work being done there and funding send to us?

- They would, the way the state would work on this, even though it's a connecting highway, they would say show us an demonstrated safety problem, as in they'd want to see crashes. Unfortunately, they want to see crashes and say yeah, you have a demonstrated crash problem area that needs to be corrected. That's typically what they would saying. Show me the crashes and then we'll show you the money.

- That's not, there's no crashes there. I know that there's been--

- I don't, at least, I didn't look at it from 15 to current because we're, I didn't really know what all this discussion was all going to entail until about this morning. But, you know, up to that point in 15, we didn't have any. I do remember that in here we did not have a slew of pedestrian crashes.

- So, Dan has made a motion. Correct, Dan?

- Mm-hmm.

- You've got Dan's motion.

- It's all recorded.

- Okay. Do I hear a second so we move? Motion made and seconded. All in favor?

- Aye.

- Motion carries, thank you everybody.

- Thank you, everyone.

- Thank you guys.

- Seven, referred back from study consideration of possible action on request for 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 Mt Mary Drive to assist Baird Elementary Students cross Humboldt Road.

- Okay, um--

- Thank you, John.

- This is again as I was saying in the last item, this goes to the official process of what was adopted by Traffic Commission in council many, many years ago as the procedure for determining whether a crossing guard is going to be recommended and that's what's called well, in essence what we're doing is determining a hazard rating for each of the time periods that we evaluate. Now as many of you know, Baird Elementary, as a matter of fact we just had a request on here to change some of the parking zones because the school's new. The old school's raised, it's a new school, things have changed. The traffic patterns, loading and unloading, it's all changed. So in response to that, we did make some improvements to the signing and marking out there. Now the request was really to look at Humboldt, Mt Mary but seeing as how there's an existing crossing guard at Humboldt, Laverne, we wanted to see now with that guard still there now after all the changes, what has changed out there if anything. Actually, so we did an evaluation out there, two of them. So I did come up with hazard ratings for Mt Mary intersection with Laverne Drive being able to calculate four new values. So I came up with, you know, they come up with less than or equal to so that could be up to, and this was going to be Mt Mary in the morning 5.77, Mt Mary in the afternoon 8.57, Laverne Drive in the morning 7.53, Laverne Drive 9.24. So as you can tell, the hazard numbers are higher at the existing crossing guard location. Now, in order to warrant the adult crossing guard that number must exceed 16. So we don't have that at either of them. Yet, we have one already at Laverne. So, I think there should be, I'm going to provide you with some additional information that doesn't come across in alone with just the crossing guard studies. It was very noted at staff's observation there's a crossing guard monitor, definition of a monitor verses a crossing guard, there's really just someone that, it's a staff member that wears a vest, a safety vest, high viz vest, and in essence looks for acceptable gaps in traffic and then walks the students across. So it's really, kindly one step short of having a crossing guard. The crossing guard literally has the ability to stop traffic with his stop paddle, a traffic officer so to speak. And there's actual state statute that defines who can do that, being privately trained, et. cetera. In addition to that, there's two vested students that were monitoring the West driveway access for possible

traffic. The two driveways, ingress only and egress for the two, those are new. They weren't there before, that's for bus only, apparently there is a lot of parents that want to enter these driveways, or this driveway I should say, west most, and basically shoo them out because it's for buses only. So, they're there. Although, I guess some of the students were actually helping with some of the crossing. Students again, multiple vested people using the Mt Mary intersection. After our first field observations, we had to go out on two separate occasions, we actually looked at it and said man, we're gonna, we're gonna make some improvements to this. So we actually did some engineering applications. We made a high visibility continental slash ladder-style crosswalk improvement at the subject intersection of Mt Mary. That was made. The other thing that was made was we doubled up on the crossing signs. So before we only had right side as you're approaching both directions. We basically doubled up and added it over here. So, in case vehicles park, larger vehicles, you can see that crosswalk parking on the other side of the street. So that was completed, I'd say probably a month ago. The other thing, too, that should be noted, is that if there is a flashing speed limit sign there for school traffic, and that sign exists before and it exists now. As a matter of fact, we even added some school speed limit 15 minute, or 15 mile an hour, signs to accommodate for the change because of the school new location. And, I know we've had some calls with questions and concerns about them not working properly. I had an electrical staff do some investigation in this. They actually came back and they did find some problem with some of the equipment out there with the time clock controller itself. I had them replace the controller unit in its entirety and the problem has been solved. They actually watched it turn on on its own based on the programmed time. So I think we've got that issue solved. Getting back to the actual request at hand for the adult crossing survey, it didn't meet the warrants. Like I said, less than half to a little over half in the hazard rating index. So, I'm not gonna make a recommendation against what has been already approved by Common Council, what is definitive of recommendation on that. So, with that I'd make a recommendation to receive a place and file a request for that. If, indeed, there is a request by the school district based off its response time, and one of my things I'll do here after of course Common Council, makes, approves, and or modifies the report, I will then send an email over to Chris Fowler and advise him of the decision that was made. He was the requester.

- Chairman, I would move that we receive and place on file item number seven.

- Motion made, do I hear a second?

- Second.

- Seconded, all in favor?

- Aye.

- Motion carries, eight, consideration with possible action request for Alderman Johnson to look at speed control measures near the 800 block of Gross Avenue.

- I did, as part of the agenda packet that shows the elbow line, I did put together a speed survey on this. This was one that came up a number of years ago we had some improvement done at the time. What I did is I just put together an updated survey for this area since we already had a lot of documented information. What I wanted to say is that before we basically just had standard residential street that had curvature to it. Unfortunately back 10 plus years ago, there was a couple of runoff road crashes. And at that time, we made a recommendation to a, install a double yellow central line through the curve to basically have motorists not cross anything on the center line, and b, we added in some reverse turn signs with an advisory speed limit plaque underneath them there. Fast forward ten years, we did do the speed survey. What I found out was that we had, uh I should just go over the summary here, I did break it down into weekday, weekend speeds because I know some of the issue brought up was that, you know, that there's sometimes maybe on the weekend it was faster, things like that. So, we were able to summarize that and what we found was that average speed was lower by one mile an hour over the weekend. So, the average speed is 23 miles an hour verses 24 on the weekday. The 85th percentile was lower by one mile an hour over the weekend, so 29 verses

30 miles an hour. And the pace speed, which is that 10 mile an hour range of speed that covers the highest number of observations, so to second that the highest concentration that would have a 10 mile interval, what we found for that was lower by one mile an hour as well over the weekend. So, that was between 20 and 30 on the weekend was 21 to 31 than on the weekday. The other thing that we look for too is that 85th percentile typically should be rated at the upper end of that pace range and I did find that in this data. That's actually good, that's good news. Daily volumes also dropped during the weekend. 867 over the weekend versus 1012 vehicles per day. That's both directions. The vehicles in pace of 74 percent, like I said, 70 percent or above is actually good, so we're actually at 74 percent. So really the speeds came in and check and although the 85th percentile was over the posted speed, it did not exceed any of the thresholds that we stipulate in our neighborhood traffic calming policy which was adopted in 2007 by Common Council. Those threshold speeds are actually 32 and 35 respectively for 85th percentile and 95th percentile speeds. So, we did not exceed those. So, you know, we gotta look at speed limits as well from an engineering perspective. I made mention it's one of the last discussions about what may come back if we ran those US Limits Evaluations on it. Those US limit two evaluation on it and it came up with no surprise, 25 miles an hour, so. Well, my conclusions are if you're looking at all this is that additional engineering measures to reduce motorists speeds is really not needed along Gross Avenue. So recommendation would be to receive and place on file a documented speed study along Gross Avenue from Sixth Street to Gross Court North and number two, to continue any sort of police enforcement of the posted speed limit at 25 miles an hour along Gross Avenue from Sixth Street to Gross Court North.

- Receive and place on file?
- Is that your same recommendation for item number nine, which is similar?
- Do you really want to get into that? No.
- Yes I do.
- All right.
- I'm tired. I gotta go home and go to bed.
- So, okay. Eight, do I hear a receive a motion to file?
- Motion to file.
- Second?
- Second.
- All in favor?
- Aye.
- Carries, Dan. We'll go to nine for you. Postpone, consideration with possible action on request for Alderman Johnson to address chronic complaints regarding speeding at 12th Ave.
- If you recall some of the discussion that happened on this... But more geared toward North of Mason Street, so you know, 12th is pretty long, you know, this is kind of North is actually to the right so you got Lombardi here on the left side of the street all the way up to Shawano Avenue, that's really the entire length. But it's really this area between Shawano and Mason that's really been a lot of what the Alder has been hearing relative to alleged speeding reports and things like that. He wanted to know what the results were from the Safe Walk and Bike Plan relative to bike lanes and he wanted me to look into that. I think we were kind of at

the tail end of wrapping it up anyway, getting that approved through council, which we have. I did relay to the Alder that the recommendation is for bike lanes which would mean narrower travel lanes for the vehicles on there and that is, I've talked to you in the past before that it's documented and we even have proof of that here in the city that when we narrow lanes we actually reduce speeds. Maybe not significantly, but it is an engineering technique that's been proven to work. So, I did relay that over to the Alder and he thought that was an acceptable solution. So he had actually recommended I pass along to the commissioners, which I agree on his recommendation, is to receive a place and file his request and with the knowledge that eventually we're going to have bike lanes painted on. Most likely because the road ways have older concrete so we're waiting on an overlay to do that because the joints are probably not safe enough to paint a bike lane and have all these busted up joints for the bicyclists. So we wait for the overlays is when we would do that. But he's accepted the receive & place on file the motion that as well as staff--

- See, I was right five minutes ago. As chairman, I move to receive and place on file.

- Motion been made.

- Second.

- Seconded, all in favor?

- Aye.

- Motion carries. I'm going to try to help you out, 10 through 13, it looks like we can kinda cruise, digest, condense--

- Condensed is this is the area by the Northland Hotel downtown, all four of these items were relative to that in order to remove the no parking zone on the North side and create a 15 minute loading zone for hotel guests in order to basically, they have a concierge up there who helps them with loading and unloading of luggage and so forth. I go by every morning on my way into work and I see them working, everything seems to be working great with this. So I make a recommendation on items 10 through 13 to approve as written, to remove, establish, is now established, for the 10 through 13 respectively and to move forward to adopt by ordinance.

- Do I hear a motion?

- Motion of what he said.

- Second.

- Second, all in favor?

- Aye.

- Motion carries. Informational, next meeting Monday, November 18th. I'm not going to be here for that meeting, so I'll leave it in Dan's capable hands to move that baby along--

- A quick meeting, a quick meeting.

- And also, don't show up at this location because we are now officially going to be moving to 310.

- Okay.

- Okay.

- You got any questions? I bring that up that both facilities gonna be accommodating to everyone on the commission here & we will still have a large screen to look at.
- Okay, that's good.
- Basically so I don't have to sit over here.
- That's the way it should be Stephanie, should be right here, right in the middle, we'll put you in Dan and I over there.
- Sounds good.
- But thank you for coming back to your second meeting.
- Yeah!
- Today we're gonna start--
- You're right now, you didn't think it'd be this long did you? This is a long one. It probably doesn't get much longer than this.
- Yeah.
- So.
- Mr. Chairman, I move we adjourn.
- Motion to adjourn been made, about three or four seconds. So, motion made, seconded, all in favor?
- Aye.
- Adjourned.
- I have that authority in certain areas, Green Bay has joint authority over this area, so...