



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, JANUARY 18, 2021, 5:30 PM
Virtual Meeting - Public may view via Zoom.

A. ZOOM MEETING INFORMATION.

I. This item contains documents which provide call-in information and instructions for the Zoom meeting.

B. ROLL CALL.

I. *Members:* Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Mike Sobieck, Brighid Riordan, and 2 vacancies.

Present and Voting: Lieutenant Mike Sobieck, Daniel Theno, and Alder Craig Stevens

Present and Not Voting: Matt Kuepers

Excused: Brighid Riordan

Absent: None

C. APPROVAL OF THE AGENDA.

I. Approval of the Monday, January 18, 2021 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to approve the agenda of the Monday, January 18, 2021 meeting of the Traffic, Bicycle, and Pedestrian Commission as amended to move Item FI between Items DI and EI.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

D. APPROVAL OF MINUTES.

I. Approval of the Monday, November 16, 2020 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to approve the minutes of the Monday, November 16, 2020 meeting of the Traffic, Bicycle, and Pedestrian Commission.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

E. REGULAR BUSINESS.

I. *General Business*: Report by the Police Department of the 2020 4th quarter serious injury and fatal crashes. (All Alders)

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to receive and place on file the report by the Police Department of the 2020 4th quarter serious injury and fatal crashes.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

2. *Initial Request:* Consideration with possible action on a request by Tess Warner of Huth Street to remove the stop signs on Oakdale Avenue at the intersection of Huth Street to convert an ineffective three-way stop to a single-stop intersection. (Ald. Gerlach – District 3)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to refer to staff the request by Tess Warner of Huth Street to remove the stop signs on Oakdale Avenue at the intersection of Huth Street to convert an ineffective three-way stop to a single-stop intersection.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

3. *Initial Request:* Consideration with possible action on the request by Ald. Scannell to move the truck route from North Broadway to McDonald Street between Mather and Alexander Streets. (Ald. Scannell – District 7)

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to direct staff to open a dialogue with Brown County and the Port Authority regarding the request by Ald. Scannell to move the truck route from North Broadway to McDonald Street between Mather and Alexander Streets.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

4. *Initial Request:* Consideration with possible action on the request by Ald. Johnson to establish a NO PARKING zone on the west side of 12th Avenue from 3rd Street to West Mason Street. (Ald. Johnson - District 9)

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

A. Remove the NO PARKING zone on the west side of 12th Avenue from Clinton Street to a point 110 feet south of Mason Street.

B. Establish a NO PARKING zone on the west side of 12th Avenue from 3rd Street to Clinton Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

5. *Initial Request:* Consideration with possible action on the request by Ald. Johnson to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of South Broadway south of Mason Street. (Ald. Johnson – District 9)

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

A. Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Broadway from a point 430 feet south of Third Street to a point 90 feet south of Third Street.

B. Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Broadway from Third Street to a point 60 feet south of Clinton Street.

C. Establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Broadway from Mason Street to a point 60 feet south of Clinton Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

6. *Initial Request:* Consideration with possible action on the request by Ald. Brunette to review and potentially change the SPEED LIMIT 35 zone on Hillcrest Drive from West Point Road to West Mason Street. (Ald. Brunette - District 12)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to direct staff to conduct a speed study on Hillcrest Drive from West Point Road to West Mason Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

7. *Referred Back from Study:* Consideration with possible action on the request by Ald. Vander Leest to establish a 4-WAY STOP condition on Parkwood Drive at Fawn Lane. (Ald. Vander Leest – District 11)

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to deny the request by Ald. Vander Leest to establish a 4-WAY STOP condition on Parkwood Drive at Fawn Lane.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

8. *Termination of 90-Day Trial:* Establish a NO PARKING zone on the south side of Fern Lane from a point 80 feet west of Bader Street to Bader Street.

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to establish and adopt by ordinance a NO PARKING zone on the south side of Fern Lane from a point 80 feet west of Bader Street to Bader Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

9. *Termination of 90-Day Trial:* Remove the NO PARKING MONDAY THROUGH FRIDAY zone on the west side of Irwin Avenue from a point 200 feet north of Cass Street to a point 130 feet south of Mason Street.

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to remove the NO PARKING MONDAY THROUGH FRIDAY zone on the west side of Irwin Avenue from a point 200 feet north of Cass Street to a point 130 feet south of Mason Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

10. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the north side of Mills Street from a point 80 feet west of Henry Street to Henry Street.

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to remove the NO PARKING zone on the north side of Mills Street from a point 80 feet west of Henry Street to Henry Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

11. *Termination of 90-Day Trial:* Establish a NO PARKING 15-MINUTE LOADING zone on the north side of Mills Street from a point 80 feet west of Henry Street to Henry Street.

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to establish and adopt by ordinance a NO PARKING 15-MINUTE LOADING zone on the north side of Mills Street from a point 80 feet west of Henry Street to Henry Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

12. *Termination of 90-Day Trial:* Establish a I-WAY YIELD condition on Ricky Drive at August Street.

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to establish and adopt by ordinance a I-WAY YIELD condition on Ricky Drive at August Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

13. *Termination of 90-Day Trial:* Establish a NO PARKING zone on both sides of Hillcrest Drive from Haven Place to West Mason Street.

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to establish and adopt by ordinance a NO PARKING zone on both sides of Hillcrest Drive from Haven Place to West Mason Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

F. INFORMATIONAL.

I. Request by Ald. Stevens for a report by GBPD on 2020 traffic enforcement activities and recognitions. (Ald. Stevens – District 5)

Lt. Mike Sobieck presented a letter of recognition to Officer Noah Heuvelmans of the Green Bay Police Department for his efforts in traffic enforcement as a patrol officer for the City of Green Bay. Ald. Craig Stevens read the letter of recognition to the members of the Commission, GBPD officers, and other gathered City staff. Various City Council members, Mayor Genrich, and City staff members offered congratulatory remarks and expressed thanks for the officers' work in traffic enforcement.

2. Report by the Traffic Engineer on the Intersection Control Evaluation of Dousman Street at Gray Street. (Ald. Steuer - District 10)

3. Next meeting: Monday, February 15, 2021.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

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

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

VERBATIM MINUTES

- Let's call to order the meeting of the Green Bay Traffic, Bicycle And Pedestrian Commission for Monday, January 18, 2021. Wow I got that right. 2021 seems strange, but here we are in a new year, so but we belong to item B roll call members Chairperson Kuepers is here, Vice chairman Theno.

- Here.

- Alderman Steven's.

- Here.

- And Lieutenant Sobieck. I hope I get your name right this time closer.

- Sobieck is here,

- Sobieck okay all right, Sorry about that, Mike

- Sobieck

- I'll get it right by the time you are done a couple more meetings here so and then Bridget is an excused absence tonight, so and I believe that's all we have for the roll call, let's move on to C approval of the agenda.

- Mr. Chairman I would move approval of both C and D and mass.

- Okay how about?

- And I'll check on that one expanded

- Yeah they wanna move back one update.

- Sorry it's my understanding that item F1 is being requested to be moved up by presumed that was Craig Stevens right? You wanted that?

- Yes please.

- Okay.

- We have officers

- is to where

- That are on duty right now.

- Yep let's move F1 to the front of the list here, then we'll go E1 through I3 and then back to two and three, do I hear an approval?

- Motion approved.

- Motion then made do I hear a second?

- There you go.

- Okay our agenda approved for tonight. Let's move to item D approval of Monday, November 16 2020 traffic bicycle, pedestrian mission meeting minutes, do I hear an approval?

- to approve

- Motion made second all in favor.

- I.

- Okay motion carries let us move on to FI then informational requests by alderman Stevens for report by GB PD on 2020 traffic enforcement activities and recognitions. Go ahead, Craig

- All right well thank you. I think I'll pass it over to the Lieutenant so he can talk about the 2020 traffic enforcement activities.

- Okay

- And I know we have two other traffic officers over here and I'm sure they could chime in as well.

- Good so tonight we have officer Knutson and officer Young I believe that is my screen is pretty small but, he's waving to you right there, and we have officer--

- And we have officer Noah Heuvelmans joining us as well, Officer Heuvelmans is a one year veteran with the department, he started solo patrol January 5th, 2020 on the afternoon shift, so in his one year and afternoon shift, he wrote more citations than any other officer, besides a traffic enforcement officer during 2020, and we wanted to take time tonight to recognize his dedication to traffic enforcement and making the streets safer, especially during Green Bay slowdown Green Bay campaign from last year. I created a letter that I believe all the members of the committee received and will be given that to officer Heuvelmans to put in his personal file, acknowledging his dedication to traffic enforcement during the last year. On top of that just to go over some numbers from 2020, between all officers, we had a total of over 7,000 traffic citations issued and almost 6,000 traffic warnings issued during the one-year period, all officers were actively enforcing traffic laws on the city streets trying to make them a safer place for everybody.

- That's a good thing because there is most of the commission members will attest to most of the things we hear, one of the major problems in the city of green Bay is speeding and traffic issues or whatever, so it's really a good thing that you've got the officers dedicated to that Lieutenant because that's a real issue that we hear quite often on this traffic commission

- And...

- On those issues so thank you for your efforts officers.

- And continuing with 2021, we're gonna continue the slow-down Green Bay effort, and really try to focus on problem areas to reduce traffic crashes, and that's the main goal is to reduce traffic crashes, especially where property damage and injury occur, that's the whole goal behind, the traffic enforcement is just to make the streets safer for everybody, and one of those is to reduce accidents obviously that makes them safer.

- Yes go ahead Dan.

- Mr. Chairman, officer Sobieck would you give me those figures again, as to the amount of citations and the amount of warning tickets?

- The citations were 7,823 traffic citations, 7, 823, and then the warnings were 5,877.

- How does that compare with other years?

- I did research other years, specifically with traffic citations. I did look at OWIs compared to other years and we were a little bit lower for OWI citations this past year OWI arrests, what that sort of directly correlated with COVID and the months that we did not have extra patrols, out solely for alcohol enforcement, and that's the same once that the state was pretty much shut down April, May part of March, our numbers went down but when everything opened back up, our numbers went right back up to where we were, so within five years we were on average for OWIs and I would imagine our traffic enforcement is probably about the same but I did not look up the numbers for the past five years for traffic.

- I think it would be valuable for members of the commission to know what the pattern has been, I certainly congratulate the Noel on his fine work as a rookie, that's tremendous. I'm a neighborhood the association president and past chairman of the Green Bay neighborhood organization which is the umbrella organization of all 41 neighborhood association, and I can tell you as Matt just indicated speeding is the number one issue, it's not homicide, it's not burglary, it's speeding, our neighborhood presidents are pulling their hair out because of the speeding problem, but if you could Lieutenant... If you could supply us with maybe a going back two years as to the total citations and total warnings given that would give us a better feeling as to what is happening out there, and if in fact this whole around Green Bay is paying some dividends.

- I can put that together and I can probably send it out tomorrow, I'll put together five years and see what where we are compared to five years ago and every year since.

- Okay thank you very much, lieutenant.

- You're welcome.

- Is officer Heuvelmans gonna be on the zoom call that we congratulate him?

- Yes I'm here

- Lieutenant You are there, okay,

- I have a question.

- Yes go ahead.

- Lieutenant did you give him the letter that was drafted?

- I did not give him a letter yet, cause he didn't know any you think about

- Sure

- now maybe we should take a moment we congratulate him.

- Yeah please do.

- I have a copy of it, you want me to read it?

- Yep go ahead with

- Okay so officer Noah, I won't say your last name because I'll screw it up. But from the traffic bike possession today, January 18th, and this is regarding traffic enforcement, dear officer, the Green Bay Traffic, Bicycle, and pedestrian committee would like to recognize your efforts in traffic enforcement in 2020. Among your colleagues, you issued the most traffic citations in 2020 for a non traffic enforcement unit, a total of 224 traffic citations, Green Bay is committed to making the streets safer for motorists by the West and pedestrians and in 2020, the slow down Green Bay campaign which is this, it is no doubt that you, your efforts may agree to for your hard work and determination, sincerely the commissioners for traffic, bike and pet

- A round of applause to him, congratulations thank you officer Noah just I don't wanna put your last name but thank you for your efforts as I said before, traffic enforcement is very important to the city and it was a good thing I think in the last two years and we got the traffic enforcement unit back on the road. it's been a good thing so, good job gentlemen, officer.

- Thank you.

- Oh thank you.

- Thank you, that's great.

- Craig, you got any else you want to add to your...

- No other comments on my end but as a traffic unit do they have any comments

- Yes

- From 20

- We get to officers, go ahead.

- I just wanna say well obviously the numbers probably are out from our unit being that 2020, we had two more additional officers, doing full-time traffic enforcement duties. Some of the things that were complained on in 2019, a lot of the school zones were not an issue this year and didn't have the enforcement because of the COVID and with that we've been trying to step up some other areas, such as commercial motor vehicle enforcement, getting familiar with some of the commercial motor vehicle laws and enforcement, and teaming up with the state patrol and some of their inspectors to kind of deal with that. Also we've been out on the highways, a number of times on the interstate 41 and 43, kinda doing some slowdown stuff there as well because those accidents tend to have a higher propensity for injuries and things like that. Schools zones maybe not so much this year but different areas with pedestrian enforcement and some other things like that in conjunction with we still have the task force doing the speed zone and the seatbelt enforcements in the different areas and jurisdictions.

- Okay thank you.

- Thank you also Craig great idea to bring your officers on board this meeting I know you've talked about it a couple of times, so...

- Oh yeah

- Thank you for making that happen

- A while ago, but we do have other elders and we also have the mayor, do they have any questions or comments for our department?

- I did, if you noticed that the last couple of years I've been working along with Lieutenant Sobieck and stuff and we were able to purchase a few more of the speed boards and stuff and they kind of went over like gangbusters people in the community started seeing them, and we got a quite a few more requests for them, I believe they help us as far as numbers because these boards that we use they do give us information, so it keeps track of the numbers of vehicles that go through the times of the day, that speed is an issue, we will be able to use them quite well along with Dave Hanson and his equipment, we put in different areas for speed, hopefully this year we can try to purchase a couple more of the speed boards because the request for them it was overwhelming, and we were trying to put them up in the neighborhood complaints for like a week to two weeks at a time to get, results so we knew what to do and there's only so many can put off we got six of them and once you start spreading them all we started running really thin so hopefully we can purchase a couple more and hopefully maybe add up another officer to the traffic enforcement unit to assist us with the crimes in the city.

- I'll take Dorff, she raising her hand

- Is that all right Mr. Chair

- You bet sure.

- I just wanted to say thank you to the officers for doing this, especially those boards are just great, I get so many requests for those and I've been seeing more and more of them around the city, and I'm just really grateful that you guys thought to get some more of those, those speed boards I don't know if they help forever but I think they really help, during the times that they're up I'm just very thankful for the Green Bay police department for to the focus that you've had on reducing the traffic violations, it's a lot of work, probably isn't a work that makes you feel warm and fuzzy when you need to hand out those tickets, but thank you for doing that I appreciate it.

- Thank you I do.

- Thank you, are there anybody else who'd like to speak? Yep go ahead alderman , get on.

- I just wanna say thank you and congratulations, and I really appreciate keep up the great work and if anything we can do as alders, to help us out don't be afraid to whisper into Alders Stevens ears ... He will be a good megaphone to the rest of us, so thank you.

- I just didn't know thank you and we do have a traffic complaint line so any other alders, it's 4483212 and then that goes to a voicemail. We check that and update it daily, so the officer's like officer Heuvelmans that are not in the traffic unit, they are able to access a list that shows the areas that have the complaints and then provide extra patrol extra enforcement in those areas, so if your citizens are complaining to you directly feel free to pass that on to us so we can kind of, collaborate those complaints and then address them.

- Thank you for sharing. that's good information for everybody. The general public can call that number too or is that just for the alders

- Yup, we had some of those handouts for the slowdown Green Bay it had that number on, the cards that we use, we try to advertise, I think it's on the city website as well under the nuisance and complaints that they can call that number for any traffic related concerns or complaints or questions.

- Good stuff anybody else wants to comment here while we're talking about it?

- I'll jump in here and just express my gratitude as well, appreciate elder to Stevens for inviting me in and a bunch of us... a bunch of the alders here, I know it's something as Mr Theno said, that comes up oftentimes in neighborhoods speeding and reckless driving it's been a real emphasis for our police department, obviously, thanks to the investment of our council and the 2020 budget to build up our force and allow for the, the recreation of a traffic unit, so very grateful to the officers who have been working this detail, as well as officer Heuvelmans and our Lieutenant Sobieck. This is something that we hear a lot about in the mayor's office and with the alders hear the same, complaints and all citizens across the city, deserve to use our streets safely from young kids to senior citizens. So really appreciate our officers for answering that call and making this a point of emphasis in 2020. I think we still have some work to do so glad to hear, that PD and our officers are interested in making sure that this continues to be a priority in 2021. So thanks again to the Alders Stevens and the commission for this work and then

- Okay, thank you anybody else wish to speak?

- I'll have a quick word here. Just want to say, of course, thank you as well, for the great work I can tell you for the number of years that I've been here, I've seen that group when I first started was, about the same size as it is right now and because of funding or other reasons, it basically was almost dismantled I believe there was always a traffic Lieutenant but there was really no dedicated traffic enforcement officers and now back up to that same level, and I can tell you that in our day-to-day lives here at the city, a lot of these problems enforcement can take care of some of them, engineering takes care of some of them, educational efforts to take care of some of them, but we all need each other, we can't work in our own little bubbles and we can't do this alone, so I can tell you that, as an engineer certainly need the services of the enforcement officer, so I just want to give you guys kudos to that, it's been great over the years working with you and continue with the great efforts thanks.

- Thank you.

- Thank you.

- Okay is anybody else who'd like to speak yet? If not, we will thank the officers one more time and let you get back to the streets here, thank you officers.

- Thank you all

- Have a good night.

- Thank you.

- Thank you.

- Let's move on to under item E1. Lieutenant Sobieck, if you want to finish general business report by the police department of the 2020 of the forth quarter serious injuries and fatal crashes, you can.

- October was not a good month for fatal accidents for Green Bay, we had a total of three in one month period, all three were serious accidents that the subjects died a day or two after the actual accident happened in the hospital, and the first one happened October 2nd at main and pecan street, elderly female

91 years old was driving failure to yield to right away we'll make a left-hand turn, she turned in front of another vehicle while she was pulling into the parking lot and got T-boned nothing major on scene, however, due to complications from the accident the driver passed away a couple of days later. The second one was West Mason street front or at PackLine drive, October 24th, around 7:39 pm, a pedestrian was hit on a car traveling westbound on the frontage road, as the pedestrian came down crossing the mid street down to the front road, he went out in front of another vehicle and got struck, unfortunately, that male died again, four days later in a hospital due to complications from the accident. And the third one was October 29th at about 10:33 pm a vehicle, traveling westbound on West Mason street bridge, was driving recklessly and lost control, and he hit house at 615 South Nor wood Avenue as the vehicle spun out of control that driver was not wearing a seatbelt and was ejected from the vehicle and sustained injuries, and again, about four or five days later after the accident, he died in the hospital as well. The only one where the alcohol was a factor for the driver was the one on Nor wood or where the other two alcohol was not a factor of the driver, but those were the three that we had in the fourth quarter, one question or one concern that came up when meeting with the Brown County traffic safety commission was the Mason street frontage road, the availability for pedestrian crossings at that location cause there are some bus stops along Mason street and the only crosswalks are at packer land, and at I'm drawing a blank on the road I think it's Isabel.

- Isabel is just down there yes could be that or Hobart?

- Well Hobart doesn't cross Mason street, the concern was, is not ample crossings for pedestrians that wanna cross by Walmart or by the West Mason casino to cross from the North side of Mason street to the South side of Mason street. So I don't know if that's something that we can look at, the possibility of adding a crosswalk somewhere in there to make it safer for pedestrians across Mason street.

- You know where the pedestrian was coming from that was hit on?

- He was coming from the area of the West Mason street casino.

- Casino, okay all right.

- I could probably add a couple things to that, relative to Mason and packer land one of the intersection of Hinkle is actually in our capital improvement program this year just for signal reconstruction only, but at that time we'll be looking at adding in any sort of pedestrian crosswalks that we can fit in to the existing infrastructure, so that's gonna be under design or spring, relative to packer land and Mason, it's my understanding that believe either the state of the County is interested in looking at some safety grant money, I know that there's an application deadline due I believe it's in February, and March is when I believe the applications do and of the selection takes place but, I don't think that PAC Ryan Mason is gonna be too far off the radar cause there's really three agencies that need to be involved to get her on board for that to happen and sometimes because of multiple jurisdictions, having their input on these projects, sometimes it can slow things down, but it's my understanding that this may be moving forward, I think sooner than we realize, so I wanted to throw that out there so just to let her know, that at least from an engineering perspective that these aren't taken lightly and other is definitely some thought going into resolving these.

- Any other comments from anybody else on the 2020 fourth quarter serious injury and fatal crashes report from the police department? If not I'll change the motion to receive placed on file

- place and file

- Motion made in second or in favor.

- I.

- I.

- Motion carries two initial requests, consideration of possible actual request by Tess Warner of street to remove the stop signs in Oakdale Avenue at the intersection of street to convert an ineffective freeway stop to a single stop intersection. Dave, I'll let you proceed there.

- Sure thank you. It's my understanding based off some discussions with neighbors and I learned this from other that there's been some concerns by the residents of motorists rolling through the stop signs at the intersection. I'm presuming that it would be their approaches since that's more of the through street, cause it's really a T intersection, so being an all way stop or multi-way stop condition, and being the intersection to residential streets, I can only presume at this point in time because the volumes are so low, that there are people that are in essence trying to make up for lost time, it's kind of a unknown in our industry that over time when either intersections kind of, evolve or devolve I guess whichever way you want to look at it, there might be troop generators moving in and out and just the whole dynamics of the neighborhood or businesses changes and there just isn't as much traffic at these intersections so sometimes the need goes away. Again that's the only presumption on my part but I've seen this many, many times in my years here at the city. That's about the extent that I know, and I'm not really sure, if this is... I believe this would probably be an evaluation or request potentially remove the three-way stop and maybe go to a one-way stop, for cruise street being the minor street, stopping for Oakdale but I could probably see that maybe being in a more realistic form of intersection, traffic control, barring anything that would ever come up in any engineering study that would be necessary to take place in order to change that.

- Is the Alders Gerlach locked on the meeting yet? Do you want come in

- I don't really have anything to add I think that Mr. Hanson has characterized the situation perfectly, it would be nice to have a study of it and see if perhaps it's a little bit over enforced.

- Would you like a motion referred to staff, Dave?

- Yeah, I think that's a probably in this way for the intention is to change it, it would be required there.

- Okay.

- Mr. Chairman so moved

- Motion made do I hear a second?

- Second.

- Motion made and second all in favor.

- I.

- Motion carries. Three consideration was possible actual requests, Randy Scannell to move the truck route from North Broadway to McDonald's street between Mather and Alexander streets. Alders do you want to start or do you want Dave to start?

- Well whatever just Dave, did you wanna go first? Do you think what would be better here, Dave? Do you think what would be more helpful?

- It really doesn't matter. I mean, I've already put my background into the packet but why don't you start Randy?

- Well this, as you know, Broadway is changing the environment there is changing all up and down Broadway and it's been practically been a concern for a number of years here, all along Broadway and even North of Mather, those couple of blocks have seen a lot of development, NeighborWorks has done a lot of work in there, and we're seeing a lot more in that environment with families moving in and becoming more residential and up and coming residential, and so I just wanted to check and see we've been a few years ago, we did kinda do a informal study, looking at some of the truck traffic and gathering some information, and just wanted to kind of do a formal one, especially now that we've got those apartments there on the North, on the South end of Mather and just get all our data together to see what the effects are, what the opinions are of people, what we could maybe do, I don't know if we can actually move the route but even if we can't move the route maybe there's some other steps we can take, I do know that when the area I'm talking about, when there was a street work done and the trucks were rerouted, it made a big difference of course for that, those two blocks residents there and I don't know that I put that much of a hardship on the truckers, but so I was just hoping we could get a steady going and get our ducks lined up, I know we're gonna need to take us also to the accounting so on the residents in the area where there were just hoping to get the first step going and see if there is any problems from the city point of view and what they are and how they can be addressed, and then if that is all good, then go to the County, it seemed to be pointless to go to the County if the city has issues. But we weren't exactly sure, without the study there you're looking at it if... How it will go forward, so I'm just hoping to get a steady going, thanks.

- Thank you alderman

- I do know there are some people here who wanted to speak on this, too.

- Yep. How many? Just one person?

- I think there's two of us.

- Two of you okay all right, Dave you have the information you need for the speakers?

- Well, what we'll need for the record, and you might as well just state it just because everything gets transcribed, with all this need a full name and address of the speaker.

- I have Bill on help me, I'm probably going to say your last name wrong but if you wanna identify your name and address for Dave and for the record, please, then you can speak to the item.

- Yes, it's Bill Kilp and I'm at 719 North Broadway.

- Okay all right thank you sir, then go ahead, in a couple of minutes, tell us.

- I've been working on this most of the day and trying to cut it down as much as humanly possible but if you can just bear with me, I'll--

- Sure.

- Try and sum up my story here, so we built a house with NeighborWorks, on the corner of Broadway and James on May of 2017, and leading up to that we had visited the site several times and on a few occasions we noticed trucks going up and down Broadway but didn't think really much of it, until we moved in. And after spending a couple of days in our new house, we were amazed at how often those trucks drove past the house. So then I spent several months trying to figure out who they were, where they were coming from and where they were going to. And the first thing I discovered that it is in fact, a truck route, that's coming from the that goes down Mather to North Broadway, and then it eventually connects back up with the Atkinson's

exchange, if you continue down Broadway to Prairie to Bilsby to Hurlbut. We noticed that although most of the traffic was traveling between Mather and the end of North Broadway about and I'm just, these are just guesses, 20% of them we're coming up and down James street to and from McDonald, and they turn pretty much right in front of our house. So I soon realized that the majority of the trucks traveling North and South on Broadway are gas tankers going to, and from the gas storage farms at the end of North Broadway. Interesting enough, if they eliminated Broadway altogether from their route and use the route of Prairie to Bilsby to Hulburt to travel between those storage farms and the Atkinson's exchange, they would eliminate a half a mile from their route, and still be traveling on the designated route. So after talking to various people in the neighborhood the consensus was the truck traffic has actually increased considerably in the year before we moved in. After more investigation, I discovered that in May of 2016 governor Walker signed an executive order declaring a statewide energy emergency following the temporary shutdown of the West shore pipeline. To circumvent potential gas line and diesel shortages in the state, Walker's order waves various federal and state limitations on the number of hours, petroleum carrier drivers can work weekly. Unfortunately this turns out to be not so much a temporary solution and it more than it explains, the increase on the traffic on Broadway. So in 2018, mayor Smith visited our house to welcome us to the neighborhood, and he was taken a back with the truck traffic and the noise that had generated. He had the pause several times while a truck passed before he can continue what he was saying. He suggested I meet with his assistant Jeffery just to initiate some sort of action towards resolving the issue. After several discussions with sales dean and Randy Scannell, our alderman, a truck study was done, and the results of the study show that on an average there's approximately one truck every three to five minutes, the travels between Mather and Alexander on Broadway, and even more between James and Broadway if you count the traffic coming from James street. So as far as rerouting the portion of the Broadway truck route to McDonald, this would all would eliminate the truck traffic on the four residential blocks of Broadway between Mather and Alexander, while it does add two turns to the route no doubt, both of those two turns would be in non-residential areas, so the environmental concerns with increased emissions from stopping, starting and the noise from this activity and the traffic in general, would all be diverted to industrial areas. As Randy pointed out, this was actually done last summer due to some road construction on North Broadway and that resulted in a detour to McDonald and the exact route or discussion. At the time my wife was working at NEW, there were no issues whatsoever reported by anybody at NEW most didn't even notice it, my guess is because most of the traffic or the truck traffic went the other way, that I was suggesting the cutoff a half a mile from their route in the first place. So probably there was much less traffic. Regarding safety issues, since we moved in NeighborWorks built another house across the street from us, previous to us, the house next door was remodeled from NeighborWorks but during the construction of the new house we noticed a considerable increase in new families moving into our neighborhood. Most, if not all with young children, so between the increased pedestrian traffic which includes elderly with walkers, people walking with strollers, dog-walking, bike and skateboard traffic and kids playing basketball in the front yards, there's considerable safety issues to consider including the danger of the oncoming traffic, the pollution they generate, not to mention the noise factor, particularly from the trucks rounding the corner on James to Broadway. Incidentally, this traffic is 24/7 365 days a year. Lastly, while it may be true that the past studies evaluating removing Broadway from the truck system have failed, that was then this is now. This neighborhood has grown and improved considerably, even in the three years that we've lived here. The entire point of building renovating and improving the neighborhood of North Broadway, is to draw more families and people of all ages in the area, due to the truck traffic I've spoken to several new people in the neighborhood, that regret moving down here and are considering relocating if something's not done. Thank you immensely for your time.

- Well thank you, I can tell it's you're pretty thorough, so it's a very good report of what's happening in your neighborhood there, so thank you for sharing with the committee tonight here.

- Yeah I'm pretty OCD and side. and I don't give up.

- Well thank you for sharing. Was there somebody else who wanted to speak to this item? All the I believe so

- She here Bill? Kristin?

- Hi there

- Okay I heard a voice, I don't know if you have my screen so it's Kristin I think I heard the names. so Kristin, if you wanna give your name and address for the record and then you can go ahead please.

- Sure my name's Kristin Vanremortel and I'm a resident at 715 N Broadway, here in Green Bay.

- You think you need her to spell the name Dave or you good with that?

- If you could please Kristin.

- Sure it's K-R-I-S-T-I and my last name is V-A-N-R-E-M-O-R-T-E-L.

- Thank you.

- Okay thank you, you can go ahead, Kristi.

- Sure we bought our house back in 2016 during the summertime and the first summer that we lived there, we really enjoyed ourselves, it was peaceful, it was quiet, there wasn't a lot of truck noise, so we were able to like hang out on our front porch and have conversation and I felt safe enough to even like let my kids go sometimes like cross Broadway and whatnot and I don't know what happened after that summer but the truck started increasingly coming around that corner, and part of my concern is when our house in 2016, when we purchased it, it had just been renovated by NeighborWorks, they even reinforced the basement, so the basement was all good, everything had been re plastered repainted in our homes, and currently our house is covered in stress cracks, we probably have six or seven of them that are large and very noticeable, and every time that the trucks roll through you can feel our house shake, especially like if they don't stop, if they're coming southbound on Broadway to take that right on the Mather, they don't stop or slow down, so like they hit the corner super hard and then they compression break as they go, and it literally just shakes our entire home. And it starts at probably like 4:30, five o'clock in the morning, and it goes until all day, like seven eight o'clock at night where these trucks are just non-stop. We don't even spend the first floor of our home because it is so obnoxiously loud for how like when the trucks that are passing through and they're getting worse and they speed, they travel at higher rates of speed, and we have like families living inside of these homes and they don't break at that corner, so when they're hitting that corner, it just takes one of them to lose control, and they're gonna wipe out our entire block with the way that they drive. So on top of the sound and the noise and the constant shaking and rattling of my home, we're gonna cause an accident and they're gonna hurt somebody or hurt our whole block with the, their disregard for while they're driving, for our neighborhood, it's obnoxious, and we are one of the families that is looking to move if the trucks are not corrected. It's all I really have to say.

- Okay thank you for sharing. Comments, anybody else who wants to speak to this item? If not, we'll have Dave, you can take it from there and then from the city's perspective.

- Sure just real quick reminder to about strivers rules of orders about opening and closing the floor, just so just so everyone knows that, basically the common period is there, and this isn't really an exchange of information until commissioners open and close the floor, so just wanted to throw that out there, but getting to the background, I did include some information in the packet, as was stated by Bill and by Kristi that the segment of North Broadway is and has been on the heavy truck route system for some time, and it's also

part of Brown counties, and a part of Green Bay is oversize overweight over SOW system or which can next to their truck routes, or SOW system as well, so that goods can be transported to them from the port, more specifically in this case, the North port, as you know, there's two ports as development occurs the road is also part of what they consider it's a second type of system they call it a high clearance truck load route to and from the port. So specifically, actually on Jean Street, which is I guess we had proof of that, in the earlier discussion relative to some of the turning movements that we had Broadway to James street, there was a conversation back in I believe it was 2017 and 2018 when the County had actually approached the city, so not only they approached engineering, but they also approached the mayor of Wisconsin I think some of these discussions kind of took place at the same time that Bill was making reference to, then mayor Schmidt about some of the truck noise and truck traffic and that this change in shipment based off of governor Walker's administration, how this is making a change. So this is all kind of trailing at the same time, but we had a meeting with the County, including the mayor about this, and in essence what they told us is that they had no other way to get in there other than the route that they had shown to us and ultimately is in that plan, that you can actually find online if you go to the port's website. I guess bottom line when it comes down to any of this discussion, I mean I heard Alders Scannell talk about, let's have another truck study and so forth and which can happen, cause we've looked at various locations of Broadway, but I guess, before we get too deep into this, I really think that it would be who the group and the city to really have a discussion with the County and the port, because I honestly think that it would be a lot of time spent on a truck study, and if we come back and, they really say, Hey, well, I mean there really is no other alternative, I mean we really need to find that help, I think before taxpayers and staffs are spending any considerable time moving forward with a truck study. So with that and some of the other information, and again you can look to some of the background that I put in the packet but we've looked at some of these in the past, I just wanna remind you that truck studies do involve a lot of data collection, I know alderman Johnson, he was involved with the one that we did there as well as Randy, and they can take up quite a bit of time to do this, and but we understand that there's also some concerns out there and got better way to justify the concerns and to have the data to back that up. I know there was reference to this alternate route, one was with respect to... it was used as alternate route, more specifically the Canadian national and to do a crossing repair of North Broadway near Alexandra and indeed the proposed route was used, it was temporary deviated. I'm not aware of any complaints, I mean, I didn't necessarily receive any from anybody but it was made reference to, that this would go pass a new community shelter and I'm not certain if they've had a lot of time to really consider this or ponder this but, I do know that they do have a lot of vehicle trips, they do have a lot of pedestrian trips and there is a transitional living facility. So there's a lot of move ins move outs and just people probably going to the convenience store at the intersection of Mallard Broadway and things like that, So, I mean, I think a lot of pedestrian traffic is actually using that area where this truck route is actually being proposed. And as mentioned before I'll just leave this in closing here that, file and available for anyone to look at public information and if anyone want to see that I'd be more than happy to provide that, but a lot of the issues that were really brought up in those studies in addition to the SOW port and County item that I mention of the this definitely still exists today, and so they're just as relevant as they were in the past.

- One minute.

- Yes go ahead alder.

- Actually if it probably could come out of this would be that staff would or the mayor's office or both would talk with the port and the County, I know there has been some talk with the county before, I've gotten on ambivalent and kind of like a tennis ball back and forth, oh no, it's the city, county and, a hot potato there a little bit but the last I heard from the County cause we brought in the County supervisor for the area, he seemed to think that, the city could initiate the change, that's why I wanted to see... To make sure that we had all our ducks up to see if new community and the new apartments there now and everything they would, what they thought about this, and I know, I thought some of this was going to take some time certainly with COVID-19, I mean when we did the study before we did a lot of door-knocking and with COVID-19, we

might have to plan a little bit for awhile, I just wanted to get the ball rolling, but if the city could chat one more time with the port itself, cause things have changed there, in that area, and we do have the data now from 40 routing to look at that maybe the County and the port would be all right with that, making this more industrial route then through a residential. So if we can have those conversations and then from there possibly go on to check in with new community in the new apartments there and everything, see how they adjust to it, that what they think roll out and get a plan together, see if we can go from there, does that sound reasonable, Dave?

- Yeah, I think so, as I stated early in my talk was that the port and the County are kind of the big ones out there right now I mean, if we can get them on board that's probably the biggest hurdle at this point in time, potentially maybe a recommendation or a motion to refer to staff, to have a discussion with the port and the county which is they have options of just to bring it to their attention and have them, I guess, weighing on their official opinion.

- Sounds to me a good idea, do we have...

- Here.

- Yeah go ahead alderman Johnson.

- Thank you. Whether this be directed by Randy Scannell or Dave Hanson here, I think it was back in 2017 maybe 16 when I was just the executive director of on Broadway, we had been talking about , relocation of the truck route along Broadway, and I think this section was also part of that discussion at that time, and for various reasons at the time the city council didn't want to support, I believe it was called the point of origin and point of destination study. And then the discussion kind of just ended there, and so I don't want to confuse this issue, by tying this in, but at the same time if it is a more global discussion to be had, then I would suggest that that be introduced because I think we need to kind of migrate beyond the certainly you have to talk about economics and other things of that nature, but to me, this is kind of evolved into a quality of life discussion, not only for our residential neighborhood over there, but that whole Broadway corridor. And again, I don't wanna confuse issues if those two things can be handled separately, and I'm happy to do that, it was my intent to bring back the truck route discussion once the shipyard and more of the residential housing particularly in the rail yard area have evolved, because I think it changes that dialogue a little bit, so that's maybe Dave then where I'm looking to you does it make more sense, to just continue to focus exclusively on this area and leave that as an independent discussion point? Makes more sense to combine the two.

- Well, I think that they could be handled separately in the fact that I think the initial project and to clarify what that other study that council ended up not approving that was an origin destination study, we're gonna have done by streetlight analytics, but a lot of that discussion and then some of it even has come up now in the shared streets relative to moving the truck of course obviously in this case we've already got a proposal, on the table about where to move it, and with the other discussion with Broadway Moore, southern Mather and even South of Dallas main street, that alternate route involved Ashland Avenue, and again, we start getting it's almost the opposite where you have, commercial district right now, and then you'd be moving a truck route into a residential neighborhood, I mean, you almost have flip flops situation, so I can imagine that there would be, residents maybe of similar freight, like Mr. Kilp and Kristi that they don't want that truck on their street so they kind of... I mean they're similar, and the only common factor I think of that you have North Broadway there, but I mean, you potentially you have to say if they both are approved. You could have a truck route that gets detoured towards North Ashland goes over to Mather street, and then continues there to McDonald's then to Alex I mean it's really take a certain team type of jog. So I do see them as separate issues but now that I'm starting to think of it, I kind of see how, if they both were approved how you could really have a pretty complex truck route and we're right now, it's just, you have a pretty simple straightest path for these trucks.

- So maybe my request and Dave would be that as the discussion on this item continues to unfold, if you see a decision that could potentially impact the dialogue around Broadway district truck route, then let's engage in that conversation for now let's leave it out of it, let's keep it simple, let's address the immediate need in that residential neighborhood, and until a time like I said, that a decision might impact a greater discussion. Does that make sense?

- It makes perfect sense and actually and if the commission so decides tonight to just move forward with the referral the staff to get the counties and the port's official opinion, that'll reveal a lot of information, and if we start moving forward, by all means Brian will keep you in close loop on all the activities that take place and how they may actually involve your area.

- Great and I just don't want making the scope larger to be an impediment to solving deaminate problem which is being put forth before you today, so I felt like that strategy thanks.

- All right do I? Let's move along here then, Do I hear a motion to refer this matter to staff to study?

- I'll make that motion.

- Motion made and second it? All in favor?

- I.

- Motion carries for consideration of possible action request by alderman Johnson to establish a no parking zone on the West side of 12th Avenue from third street to West Mason street.

- Thank you and then log out.

- Thank you very much.

- All right, thank you, gentlemen.

- Did you want me to start on this one?

- Sorry I just wanted to say thanks everybody.

- Okay thank you sir.

- I appreciate it.

- Yeah, go ahead Dave.

- On item four then.

- Sure.

- Item E four, right now there are currently is no parking here to corner zone, on the West side of 12th Avenue, it's relatively short, 110 feet. With driveway, I believe that it might be a driveway in there, it's like three or four vehicles, but it is about a third of block, so this is approved, basically you'd be extending the past three residential properties, certainly we have alderman Johnson here on this meeting and it would be great to hear from him on what the reason and importance is behind this request.

- Sure so this was a request that came to me from the neighbors in that area, because they're seeing, abnormally high volume of parking that is occurring on their side of the street there, and it's creating a couple of problems one is vehicles that are infringing on the driveways in that area, so I believe Dave, I think I emailed you on this, it was what the setback requirement was, because it was are constantly backed right up to the driveway and certainly not meeting the setback. And this is not like a once, this is not an occasional thing, this is happening very frequently and I had worked with Chris as well on some enforcement measures in that area, but the other component is that it's parking in front of the cars are parking in front of trash cans, so trash cans aren't being picked up regularly, so it's just creating a lot of problems over there, and a lot of it's driven by the restaurant that exists on the corner there, and then of course the tenants that live up above, because they're just... They're playing a lot of musical chairs I think with some of the vehicles over there to try to free up the lot, for some of their commercial traffic, and then they're directing it over in that area and then they're not parking in compliance and it's just creating other, residual problems. We're looking to simply extend that no parking condition, to third street all of the neighbors on that side have requested that this take place, and we've done this in other areas I think of one in particular in my district, where this had historically been a problem over and Oakland Avenue and it was done to try to deter or disperse maybe some of that high volume of parking traffic that was creating problems, so this wouldn't be unprecedented, for us to do something like this, and again it's something that is being requested by the neighbors in that area.

- So do you have a consensus of the neighbors? Cause they're gonna lose their own street parking, right?

- Yes.

- They're all good with that, that they won't come back in six months and say you took my park in a way in.

- Yep, all three of them have indicated that they wanna see this.

- Are they all homeowners there or are they?

- Yes.

- Okay all right. Any other thoughts Dave, on this one on?

- I mean it sounds like everyone's on board and I placed my official recommendation of, staff really doesn't have, really an official response on this. It sounds like a neighborhood issue that needs to get resolved, all those add just so everyone is clear on this, when it comes down to garbage pickup, our operations staff does keep track of garbage that isn't picked up and they do make second rounds so I just wanted just throw that out there, and not that it doesn't mean that there won't be someone a second time around this blocking it kind of sounds like maybe there's a lot of people do that, I guess so there's also another benefit I mean, I'm just thinking of a recent project, is a Mason Street project with all the traffic signal work, there is a lot out of that that is going through that intersection. I've seen it in other areas, like Randy was kinda saying, where we just open it up for a complete block and that way, if there's people trying to pass other people that are trying to take a left turn, like in this case someone's like a trucks is trying to go south bond take a left, to go over the Tillman bridge then there's people going around them, and it does make it a little bit safer for people that are going southbound through, out of the intersection, I can definitely see that there could be some benefit as well traffic wise.

- Mr. Chairman I'd move approval for number four.

- Okay motion made. Do I hear a second?

- Second.

- Motion made second all in favor?

- I.

- Motion carry is five consideration of possible action request alderman Johnson to remove the two hours 7:00 AM to 7:00 PM Monday through Friday parking zone on the East side of South Broadway, South of Mason street.

- Did you wanna go first Brian on this one?

- Sure so there's currently a two of our parking condition, this is an area along South Broadway in front of rockabilly, public house bourbon room, so those are the bars, there are really are no other, and I've talked to all four of those business owners and they've all requested that this be removed and this is an area where again the two hour parking condition exists, when you think about why a lot of times this exist it's to encourage you, you don't want cars parked there, you don't want employees parking there, you want to keep that available and open for patrons of the business. Look at those types of businesses, they're oftentimes working with a clientele especially if you go down there for a Packers game or something you're going to inherit and they'd be parked there for more than two hours. So there's no other residential properties, or commercial properties that would be impacted by this other than those in that stretch. And again they've all requested that it be removed, so that's the request I have before you today.

- Dave, do you have anything why that zone was put in there at what point or any...

- I mean, it's been in since I've been a traffic engineer so it's been for definitely a couple of decades. You see a lot in the areas by the downtown that are not metered, I mean, that's always gonna be the next level of regression when it comes down to parking in zones, time limited parking, so my presumption is that there's just a lot of commercial businesses there, and there was just a lot of people competing for those spots or I'm gonna presume employees parking there all day and not having any available on street parking for customers. But it appears that, based off of alderman Johnson's feedback from the businesses that they're fine with with lifting this the only thing I would say is, I just hope that all of those businesses are aware that sometimes this does come back, and that's why I guess why we have 90 day trials, but that could be an effective that they said once you get rid of it, that you will start to see other people parking potentially all day and it impacts their customers on street parking availability. But again, those kinds of things do come out through a 90 day trials and, it's really up to... But it sounds to me like there's definitely some movement on the part of the people that are working and living there that this will be something of a benefit. The other thing I wanted to add is I do know, and again this goes outside of the timeframe of the two hour zone that's currently there but there is I believe in front of those bars that are just self as a Tillman. There's a... I forget what the exact time limit is on it, but it's more of a no stopping or standing zone, during a more of the bar close time, and I think that it was a similar nature that this was brought forward by the police department, I'm sure some of you remember when, Washington street, for example, South Washington and North Washington some of those areas, there was a no stopping standing zone, that was established so then also having a standing that's there's really not much different, so we won't be looking at obviously look at getting rid of that, I'm presuming and just, so that things don't get approved to make it that zone a that's not really part of the request.

- Mr. chairman I would move number five.

- Okay and motion made do I hear a second?

- Second.

- Motion made second all in favor.

- [All] I.

- Motion carries six, consideration request of to review potentially change the speed limit 35 zone on Hillcrest drive from Westpoint road to West Mason street.

- See, we do not have... I thought we had district 12 at first, but then apparently that was Randy. we do not have alderman brunette with us today but this is kind of following on the coattails of some of the items that we had with Kristi come up since it's reconstruction. As many of you know this summer it was reconstructed and oftentimes what we do find out on a lot of these roadways especially the ones that were in pretty poor shape, that speeds naturally go up, you have a nice smooth surface of roadway and motors have a tendency to take advantage of that, and seem to travel at speeds that they feel so exited to. So this is probably I'm gonna presume similar nature to that, and I do know this area, I traveled it quite a bit and I can tell you that the roadway surfaces is significantly better, it does not surprise me. Now that speed limits south of west point is 25 miles an hour, it sounds to me I mean in the discussions that I had actually Kristin with the aldermans that they are looking to see if this could get dropped, to a 25 mile an hour speed zone. I think we all pretty much know the drill state statute requires at any speed zone modifications require support speed study to be conducted. That way at least the engineering aspects are all taken into consideration for that. If the commission so desires to go forward with the Alder's request, a study would need to happen so that a referral staff for a speed study Hillcrest drive from West point to West Mason street would be needed.

- Mr. Chairman motion moved.

- Motion made second for a speed study.

- Second.

- Can I hear a second for a speed study.

- Second.

- Motion made second, all in favor.

- I.

- I.

- Motion carries.

- One thing I'm glad on, on that matter, if I can, since we're in the middle of winter, that these studies don't start until we have all the snow off the roadway cause our equipment does not allow, it to be in the road during winter, so just for the record, just so everyone knows that the data collection would not be able to take place until probably sometime in April earliest.

- So noted. Thanks for sharing. Let's okay move to item seven referred back from study consideration for possible action requests for all of them and at least to establish a four-way stop condition on Parkwood drive at Bonn lane.

- If you want me to go forward with this since is not present at the meeting, so would you like me to continue?

- Yes, please.

- I did work again this is a just like the speed studies, we company are changes in an intersection staff control with an official study. I'm presuming most if not all of you have reviewed that, I will just go over the highlights of that study. What we have is really a connector between it's really a function more like a neighborhood, local street collector street really every street T's into it, and it connects to pack drive, which is a County highway and also the Hazel lane, which is the County. None of the intersections within that whole neighborhood actually even have an intersection control that tear into this intersection, you'll see some of the photographs that I had taken an included in the study, pretty much sure that site distances are good, and there's a one corner it's kind of coming out of that call to sack that does have a couple of bushes but, which is most drivers know that, even if you approach an intersection and you feel uncomfortable, where you are you can creep forward and take a look and after you do that you can clearly see up the Hill with plenty of sight distance. Crash history, there were no crashes to be reported within the last five years, which is what we'd like to look back a five-year history, no news is very good news, in this situation, it comes down to vehicle and pedestrian traffic of we have a traffic count that was included as part of this. The traffic volumes were significantly and as a matter of fact, I don't even think some of the daily totals even met with some of the thresholds would be for an always stop control condition. I think it's pretty low, I mean even though I had mentioned that the local street that kind of functions as a local collector for all of those side streets, the volumes are still very significantly low, so with that, there will be a no crash history got really no reason to add the stop signs, I mean I don't know I'm presuming this has to do with some speeding potentially cause I do know that there is a great downhill grade as we're going from Hazelwood to but when I did talk with two of the people in this area, I mean, when this first came up, I was able to contact two residents that actually live North of the intersection actually, both of them are So it wasn't a really a matter of speeding on Parkwood at all, this is more that they were noticing the kids in the summertime the outside, some of them are on skateboards, and there's no sidewalks in that area, they're in the street, and I think they're more concerned about that and some of the behavior, and it's matter of fact, right? I talked to the one lady resident that was concerned about this, that she was kinda saying well, she thought that they were at least so many skateboarding kids that were somewhat, I guess you'd say reckless in their behavior and just kinda cruising through without really taking in mind that there could be vehicles using the intersection. Following this information, I really did not see a good reason to establish a four way stop as you know four way stops are usually I should say their main primary function is to assign right away at an intersection where you have a lot of volume, you may have a crash problem trying to correct those sorts of things, we didn't find any of that as part of this, so we don't see any reason to make an approval recommendation matter of fact, I'll make more of a strong recommendation to deny the request I think actually probably have more problems introduced a few if one was put in.

- Mr. Chairman, I would move to deny the request.

- Okay motion remain do I hear a second?

- I'll second it.

- Motion made and second, all in favor.

- [All] I.

- Motion carries down to terminations. You want to group some of these together Dave and give us a reader's digest version.

- I sure can. Fern lane at Bader street that does kind of on its own because to begin with and heard a no negative feedback on this request, so I would like a recommendation to move that forward to ordinance number nine, West side of this is over by the former private school and this was more or less to clear up

some areas on the street for some staff that so parked there, cause that seems to be working just fine, so I'll make a recommendation to move that forward to approval. We have the Mill Street and Henry street items, 10 and 11 those are associated. This was to create a loading zone for brewing so that we had to remove resident no parking in order to add a 15 minute loading zone working well, I make a recommendation and move that forward to ordinance those two. we have number 12 is Ricky drive at August, again, this is... This was actually brought up by the police department, and engineering staff supported the recommendation, so I'll make a recommendation with the one may yield repeated I'll just move that forward to ordinance, and lastly, there are no parking zones outside of Hillcrest, from Hayden place West Mason, that was my recommendation and my request simply because of the change that roadway and the ability of... Or I should say lack of ability for motorists to safely park there we are seeing motorists crossing the double yellow center which has never a good situation, I would say in mass items, eight through 13 should all move forward to ordinance.

- Is there a motion to approve? Second? All in favor.

- [All] I. Motion carries, move down to F2 report by the traffic engineer on the intersection control evaluation of Dallas street at Gray street.

- Okay I don't see alder sorry, on the call here, and again, this is just informational but I'm hoping that everyone had the opportunity to look at this study again, I will try to for sake of time presume that you did and just do a touch on the highlights here, of this intersection. As many of you know, it is a signalized intersection, it's actually have two minor arterial streets and I will probably use that term loosely, I think it's more by nature of how they were at one time but as noted in study, there's been some significant changes in the city, predominantly the interchange closure of 41 in Dalton Street, which over time we've seen a drop in traffic volumes, not only on Dalton street, but including this intersection. I was asked by our engineering in product development folks. what I wanted to do with this intersection with the signal because their project was gonna touch this intersection basically the North . There is signal equipment that my division we own and maintain it on behalf of the citizens and so I looked at that and said well sure, let's reconstruct it but put my thinking cap on and said, you know what probably wouldn't not be a horrible idea to try to reverse engineer this by looking at it, at least minimum the traffic signal warrants that it is in the manual uniform traffic control devices to determine whether our signals is warranted, so you kind of apply that in reverse the way that the energy city States that is a traffic signal was to say one does not exist at an intersection, you want to put a signal in city says you can look at these warrants which are everyone's are clickable, and if it meets one or more you should consider a signal installation. It doesn't say you meet one yet, you have to, which it says you should consider if you look at that in a reverse engineering perspective, if you would look at a signalized intersection and if it does not meet any, you should probably be questioned why the signal is even there. It could have outlived its useful life and potentially regressing back to other forms of traffic control, would benefit the intersection. So the next thing I did is I looked at see if there were any issues that I thought potentially were happening there, that maybe the signal maybe it's contributory towards and I did find, we do collect all this information just like other police department does and we look at some of these and try to identify patterns, and I started finding a pattern at this intersection, of angled crashes now this is completely opposite of what a traffic signal is supposed to do. Traffic signals is actually supposed to stop this type of behavior, so this really put up a red flag for me, and so I wanted to look at always stop warrants and a little bit more into the crashes, so looking at the always stop warrant, it did meet it, so we're kind of in that position, we're always stop woodwork and a signal is probably it's gone past its useful life here. And looking at a right angle the crashes, and always stop would actually, in my opinion you'd see a reduction in that, simply the fact that you'd have to stop everybody, of course just like any change in traffic control, there's going to be some training of the motorist that needs to take place. Fortunately, with the traffic signal, we can emulate and always stop control using a red flash. That being said, that's actually one of the recommendations I'm making, and this is a predominant reason I wanted to put this as information only cause I'm not looking for any action per se, by the traffic commission, but rather I would kind of want to get this on everyone's plate, wanted to get it out into the public, that public works is looking at conducting a trial of an always stop

here by simply changing signal operation. This is really no different than we do this kind of stuff all the time, when it comes down to, construction projects or if certain things are happening or we just need to change the operations, it's really all part of our day to day duties here at public works. So the most... Like I said, there is no motion I'm looking for, just wanna let you know, we are looking at this, we're probably going to be putting out signs, going to a red, red flash. we want to study this to find out if there's something that we're not seeing as engineers that potentially could become an issue, if this would happen, it's better to emulate situation now than to start making permanent changes, and then all of a sudden finding out is the wrong decision. So with that being said, just wanted to put that out there if there's any questions on the study or the report or anything like that, I'm here right now to answer any questions or, if we have a questions after the meeting, I'll be more than happy to take them.

- No questions.

- No questions.

- All right. We'll move on, no questions then move on to item three there which is the next meeting Monday, February 15th, anything like that far away but a short month in February. With that and everything else, I would entertain a motion to adjourn unless somebody has--

- I have one comment. he was planning on joining the meeting tonight but he was unable to, but he did wanna thank the committee for recognizing the police officers tonight.

- Okay thank you.

- I just wanted to share that.

- Mr. Chairman, this is Matt with clerical for the record for E18 through E13 who seconded the motion the video skipped out.

- E18? You mean through 13?

- Eight? Yes,

- Eight

- Eight okay. I'm sure Dan probably did with Dan,

- I think I made the motion, I think Craig seconded or vice versa.

- Does that help you Matt?

- Yeah, I can confirm that it was Dan that made the motion and I believe I have it. It was Dan first--

- I think I seconded that one, I seconded one of them I think that was the one I seconded.

- It could be

- All right anything else? From the... Good for the cause here tonight, if not, I will entertain a motion to adjourn we meet again

- Motion to adjourn

- Next Monday February 15th motion been made do I hear a second.
- Second.
- I'm sure I did all in favor.
- [All] I.
- Okay we're adjourned gentlemen, take care and we'll see you in a month, a little less than a month, probably so
- Stay safe
- Stay safe