



# **MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION**

**MONDAY, MAY 17, 2021, 5:30 PM**  
**Virtual Meeting. Public may join 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, and 3 vacancies.

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

Present and Not Voting: Matt Kuepers

Excused: None

Absent: None

## **C. APPROVAL OF THE AGENDA.**

I. Approval of the Monday, May 17, 2021 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Lieutenant Mike Sobieck, seconded by Commissioner Daniel Theno, to approve the agenda of the Monday, May 17, 2021 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

## **D. APPROVAL OF MINUTES.**

I. Approval of the Monday, April 19, 2021 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to approve the minutes of the Monday, April 19, 2021 Traffic, Bicycle, & Pedestrian Commission meeting.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

## **E. REGULAR BUSINESS.**

I. *Initial Request:* Consideration with possible action on the request by the Parks Department to modify the parking restrictions on Hillside Lane near Olde Preble Park. (Ald. Gerlach – District 3)

Kaurie Mihm, staff member, and Ald. Lynn Gerlach spoke.

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

A. Remove the NO PARKING zone on both sides of Hillside Lane from Schoen Street to a point 170 feet east of Schoen Street

B. Establish a NO PARKING zone on both sides of Hillside Lane from Schoen Street to a point 105 feet east of Schoen Street

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

2. *Initial Request:* Consideration with possible action on the request by Ald. Scannell to make the block on James Street between McDonald Street and North Broadway a NO TRUCK ROUTE. (Ald. Scannell – District 7)

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to open the floor for discussion.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

Floor open with four gallery speakers: Ald. Randy Scannell; Bill Kilp (719 N. Broadway); Terri Kilp (719 N. Broadway); Richard Parrens (1402 Kellogg St.).

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

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to receive and place on file the request by Ald. Scannell to make the block on James Street between McDonald Street and North Broadway a NO TRUCK ROUTE.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

3. *Initial Request:* Consideration with possible action on the request by the Parking Division to modify Ordinance 29.203 (13) Residential Parking Districts, to match the current procedure for residential permit zone vehicle registry. (All Alders)

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to delete the Ordinance 29.203 (13) Residential Parking Districts language and replace it with the following text: (13) Residential Parking Districts - no vehicle shall be parked in a residential parking district unless the vehicle has an active residential permit or the vehicle is a service vehicle and its occupants are actively rendering service to the residents in the area.

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. Scannell to change the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking to 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking on the east side of Van Buren Street from Cherry Street to Pine Street. (Ald. Scannell – District 7)

Ald. Randy Scannell spoke.

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 Van Buren Street from Cherry Street to Pine Street.

B. Establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Van Buren Street from Cherry Street to Pine 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. Scannell to change the speed limit on Broadway from Augusta Street to Mather Street from 25 mph to 15 mph. (Ald. Scannell – District 7)

Moved by Commissioner Daniel Theno, seconded by Lieutenant Mike Sobieck, to open the floor for discussion.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

Floor open with three gallery speakers: Ald. Randy Scannell; Bill Kilp (719 N. Broadway); Ald. Lynn Gerlach.

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

Yes-Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to receive and place on file the request by Ald. Scannell to change the speed limit on Broadway from Augusta Street to Mather Street from 25 mph to 15 mph.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

6. *Initial Request:* Consideration with possible action on the report by the Traffic Engineer on the follow up evaluation of the flashing signal operations at the intersection at Dousman Street and Gray Street. (Ald. Steuer - District 10)

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

A. Remove the traffic control signal at Dousman Street and Gray Street.

B. Establish an ALL-WAY STOP condition at Dousman Street and Gray Street.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

7. *Initial Request:* Consideration with possible action on the request by Ald. Stevens to review and/or create bylaws for the Traffic, Bicycle and Pedestrian Commission.

Ald. Barbara Dorff spoke.

Moved by Ald. Craig Stevens, seconded by Commissioner Daniel Theno, to hold for further discussion the request by Ald. Stevens to review and/or create bylaws for the Traffic, Bicycle, and Pedestrian Commission.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

## **F. INFORMATIONAL.**

I. Next meeting: Monday, June 21, 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 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Daniel Theno, Mike Sobieck

No- None, Abstain- None

Motion carried.

## **VERBATIM MINUTES**

- [Computer] This meeting is being recorded.

- Okay, I'm going to call to order the meeting of the Green Bay Traffic, Bicycle, and Pedestrian Commission for Monday, May 17th, 2021.

- You know what, a lot of times this happens when someone has a computer and a phone open. Is there anybody that has a computer and a phone?

- Not I.

- Who's got the number 579, I can't read it, 832 at the end, 857-9832? Who is that?

- I don't recognize that number.
- Can you unmute yourself and tell us who you are? You guys can't have a meeting like this.
- No, I'm wondering if, I see, there's a Teri Kilp and a Bill Kilp on. I wonder if the callers are in the same room?
- [Bill] Teri Kilp and Bill Kilp. So it's not coming from us.
- Mr. Chair, Matt needs to mute everybody for it to go away. Okay, there we go.
- All right.
- Everybody unmute themselves and see if it works then now, or do we need to leave everybody on mute and only one person talk at a time?
- I have a suspicion, it may be Dan, because Dan was having a hard time hearing and he has everything cranked up really loud. I'm wondering if potentially that that could be the problem? I just, I muted him just now, and now the problem just went away.
- Yeah, it's good now.
- Yeah, no, I think, Dan, you may have to phone call in. There's something, there's an issue with your, yeah, he can't even hear us. Dan, can you call? Okay, it says ask to unmute. Matthew, please unmute him temporarily. Is Dan calling through? I think I'm reading his lips and he says he can hear me.
- Dan needs to hit the space bar on his computer to talk.
- Do you have his phone number, you can call him, Dave or not? Or text him?
- I just called him and I texted him and I can't get his phone. I'm trying to get him to look at his text.
- Yes. Dan, call in.
- Anybody lip-read?
- He can hear us. Nod your head if you can hear us? Nod your head. Yes. We can't hear you.
- He's muted.
- Can you call in? Dave Hansen, that's too close to the screen. Oh, that's funny.
- There, he just went.
- But you kind of need him for a quorum, right?
- We do.

- Yes.

- Okay, I'll mute myself. Alder Gerlach, we haven't started yet because there's a problem. So we're just trying to fix the audio problem. But you weren't here, so you don't know that that's what we're doing. So we haven't even started the meeting.

- I was losing the card game anyway, so this is an improvement.

- Great. Okay.

- I'm sorry, Mr. Hansen. I did not see that on the agenda. I am so sorry, but here I am.

- Oh, no problem. I think this will be pretty basic. And plus we have Parks Department on as well.

- Can you hear me?

- Yes.

- Oh finally. I can hear you too.

- Can you hear okay? We don't have any back noise at the moment, so hopefully we got the problem fixed.

- Well, that was strange.

- A bad connection or something.

- Really I don't know what went wrong. Okay.

- All right, I think we're good to go then. Once again, I'll call to order the meeting of the Green Bay Traffic, Bicycle, and Pedestrian Commission on Monday, May 27th, 2021. We'll move to roll call under item B. Chairperson Kuepers is here. Vice Chairman Dan Theno?

- Here.

- Alderman Craig Stevens?

- Here.

- Lieutenant Mike Sobieck?

- Here.

- Here, okay. We have a quorum so we can move forward. Let's move onto item C. Approval of the Monday, May 17th, 2021, Traffic, Bicycle, Pedestrian Commission Meeting Agenda. Do I hear a motion to proceed with the agenda as it's stated?

- I make a motion to approve.

- Motion made, do I have a second?

- Second.

- All in favor?

- [All] Aye.

- Motion carries. Item D, Approval of Minutes. Approval of the Monday, April 19th, 2021, Traffic, Bicycle, and Pedestrian Commission Meeting Minutes.

- So moved.

- Second, do I hear a second?

- Second.

- Motion made and seconded. All in favor?

- [All] Aye.

- Motion carries. E Regular Business. Initial request, consideration with possible action on the request by the Parks Department to modify the parking restrictions on Hillside Lane near Olde Preble Park.

- Do you want me to go first?

- Yep, go ahead, Dave, yes.

- Yeah, 'cause we do have the Parks Department and we have a representative with us tonight, but I'll go ahead and kick this off. The Parks Department has been receiving some complaints from property owners near the park, and that they're basically saying there's not enough parking near the park, and there's some driveways I know that are getting blocked at times. And as a matter of fact, and I know Alder Gerlach knows this, 'cause we just got done with some curb painting out in that area as well. And we got a couple of little things we were trying to tidy up on that. That helps, but it doesn't necessarily take care of all the capacity issues when it comes down to parking. So, there is some plans in the future to expand some of the parking, potentially, on site. But the departments, they have informed me, that it may be years before the funding may be coming available to them. And that there's really no assurances that the Parks Committee is even going to approve of any of those plans at this time. So, increase of the on-street parking, available parking near the park should help alleviate the concerns. So we looked at the situation relative to what's nearby. And if many of you know, the far west side of Hillside Lane curves into Schoen Street and then Schoen Street intersects with Main Street. And Hillside is actually right behind that Pick'n Save. That's probably, I'm guessing, eight years old by now. Anyway, their truck traffic actually goes back there. So we were kind of questioning why there's this longer no parking here to corner zone that exists on that west end. And we thought maybe because there was some crashes or something like that, 'cause there's a beam guard, and some arrows and things like that. So we really couldn't find out what exactly was going on with the reason why that was there. So, my thought was, well, let's just make it as small as we can to accommodate

the request to get some more on-street parking. It'll help the neighborhood. But at the same time, I don't want to make it difficult for the trucks to get in and out of there. So, similar to the last meeting where I was showing you some of the. I did an auto turn analysis of getting out of there. And in essence, then looked at that and said, okay, we can shorten it up some distance. So, that would be my recommendation. I can give you some of those exact numbers. So right now we have a no parking here to corner zone, Hillside Lane, both sides, from Schoen Street to a point 170 feet east of Schoen Street. And we'd be looking at removing that and re-establishing a no parking zone, both sides of Hillside Lane from Schoen Street to a point 105 feet east. So you can shave off about 65 feet of that zone and make it safer for all road users. So that's DPW's perspective on it. And Kaurie Mihm, who is a Park Planner, has joined us this evening and I would encourage the Traffic commissioners to listen to what the Parks Department has to say.

- Yes.

- All right. So, I agree with everything they have said. Definitely we have had some concerns about driveways being blocked during ball games and that type of thing. So having additional parking adjacent to the park would definitely be helpful with alleviating some of those concerns. We are currently working on a master plan right now to bring to Parks Committee in the near future. But again, we're not sure when we will get funding to possibly be able to expand parking within the parks. So this would be very helpful to help alleviate some concerns.

- Okay. Do I have anybody else? Alder Gerlach, do you want to speak to this or, your item?

- I would just like to ask a question for clarification, because we had a meeting, first of all, let me say, the curbs around that park are so bright yellow right now. You can hardly stand to walk down the street. It is gorgeous. We had a meeting in the park last Monday night. And people, and there was a little league game going on at the same time. And people pointed out to me that there was parking along Hillside that had never been available before. It looked like it had already been taken, it had already taken place, like that sign had already been moved. They said, look at all the cars on Hillside. They never. Move the sign back. Is that wrong? Had it not been moved yet?

- I have not issued any orders to do so.

- Maybe somebody else did it. I don't know. Okay. So, that will be as much help as we can get right now. I think that everyone will be very grateful to have that help. Having those curbs make people happy. There is a lot of legal parking in that area. There are a lot of cars when there's a ball game, but people do okay. It's not a crisis. And I appreciate the little bit of extra space we can get on Hillside. Thank you so much for that.

- No problem.

- Okay, thank you.

- Anybody else?

- Mr. Chair, I would move adoption of item one.

- Okay, is there anybody else to speak to it, Dave, before we move ahead or is that?

- I don't believe so.

- I don't believe so. Okay. All right. Do you want to read in what you're thinking about doing first, Dave, so Dan can...

- Sure, sure. It's a two-part motion I'm recommending. A, to remove the no parking zone on both sides of Hillside Lane from Schoen Street to a point 170 feet east of Schoen Street. Part B would be to establish a no parking zone on both sides of Hillside Lane from Schoen Street to a point 105 feet east of Schoen Street, on a 90 day trial.

- Okay. Dan, did you want to, Dan, you made a motion?

- I made my motion, Mr. Chairman.

- Okay, do I hear a second?

- Second.

- Okay, motion made. All in favor?

- [All] Aye.

- Okay, motion carries. We'll move onto item two. Initial request, consideration with possible action on a request by Alderman Scannell to make the block on James Street between McDonald Street and North Broadway a no truck route.

- How do you want to proceed, Chair?

- Alder, do you want to speak first? Or do you want Dave to go ahead?

- I prefer Dave go ahead. I'd like to hear what he's got to say.

- Okay.

- Sure. Well, the request is to establish a no truck route on a segment of James Street as described. The city does not have what we would call a no truck route system, rather we have a heavy truck road system. So, we can always place no truck signs. We do in areas where we've had problems of trucks using non-truck routes as their way of travel. We've had those signs placed in various locations within the city. But. Actually encourages, not discourage, but encourages, that if a truck needs to deviate from a route, that they take the shortest most practicable route. So we can always do that. However, I don't necessarily think it's going to be illegal for some trucks to still use it, because it actually still may be the shortest path. The other thing to consider, and I know I brought this up last time, was that Brown County has that segment of James Street actually categorized for oversize overweight and their high clearance routes. And these are, again, systems or routes that they had approached us back in, I believe it was 2018, which were, we approved of that at the time, for them to move forward with that. It's up on their website. And I know that they use this information for coordination permits through the DOT, and their OSOW systems as well. Right now it's, I guess I

would technically say. It's on a no. But we don't really have a no truck route system set up. The only thing you can really do is if there was just a different way to make it a practicable route to the Port. 'Cause we obviously we can't cut off access to the Port. I did get something back from Cole, I guess I can just maybe read it. It was an email when I had asked him what his opinion was of this. And in essence, he agreed with what I just stated, that they went through all this work to get James Street on that OSOW and high clearance route. But I'll just read in verbatim what he had responded to me. This section of James Street provides a direct connection to Graymont Western Lime's entrance, exit, and to a Fox River docking area that could be used to load unload OSOW freight. If trucks are prohibited on this section of James, with the large vehicles to maneuver because they will now have to make turn the tight MacDonald Street curves that you identified, as in report and last time that I identified in the April staff report. Most of this two block section of James Street is occupied by industrial land uses. Is there a reason why the alderman wants to prohibit trucks here. Not the two block section of Mather Street between Broadway and McDonald, which is largely residential. After all, many of the trucks that would be ordinarily using James Street would likely use Mather instead. That's really all I have at this point in time. So I guess I'll just sum it up. Well, we just heard what the county's perspective was, that we really just don't have a no truck route system, that it doesn't exist.

- Okay, well... It's not really, the trucks are not really using James Street to go to Graymont. They're using James Street to go down to Broadway. And then turning onto Broadway and then to Mather. That's the kind of traffic, reroute or deter. So we don't really, people have been watching this and studying this, a lot of the neighbors, and it's not really so much truck traffic going Broadway to James to Graymont, that doesn't seem to be any traffic at all. It all seems to be coming down James to Broadway. So if, instead if those trucks, instead of coming just down James would go a block down McDonald to Mather, there's actually fewer residents, that's actually more, the only thing over that way residential would be the homeless shelter. And that would be preferable to the block on Broadway, which is far more, you have children and families and it's active all the time. Whereas the homeless shelter, you only have a population that's there certain hours. And then the rest of the time the population is, they need to not be at the shelter. So if we can figure out ways to keep trucks from going down James to Broadway, that's what we're looking to try to do. And anything staff can come up with is super-duper with that. And if we need to go to the county, I could pass this on to the county supervisor for the area. He's been involved in this too, if you think that would be helpful for him to take that to, is there a similar type committee or commission for the county, David, that would look at this if a supervisor brought this? Or how would that look?

- Well, let me clarify one thing before I answer that question. 'Cause he did mention that more of the concern sounds like it's coming from McDonald Street or those businesses there, going westbound onto James, stopping at the stop at Broadway and then taking the left or going south. So the thing with that is that these routes that we're talking about, they're two way routes. So, like you said, they may not be coming in that way, but they're coming out that way. I guess I'm a little confused, because that James would be the shortest, most practicable route to take if you're on the truck route system. I guess, more namely Broadway as you're going northbound, say if you're coming from where the bridges are downtown. You'd come through and you'd simply take a right onto James Street and go on there, and then you would leave and exit the same way. That I would consider would be shortest, most practicable route, to the truck route. It would be the shortest, and like I said, most practicable, which probably has the least amount of turns and stops. So I just wanted to make that clarification.

- But, if I take a look at it, I don't understand how that's the most short. If you go a block down James, and then a block down Broadway, how is that shorter than going a block down McDonald and a block down Mather, it's the same distance?

- It's actually longer. Let's just say that we have Graymont as an example, as your point of origin or destination. And they are leaving. They would go onto McDonald Street for very short time and then go to James Street. But if they would go the requested route, as you're stating, they would go south on McDonald, which is not a truck route. You'd have to add whatever that is, 300 feet there. Then they would turn by the shelter and go another 500 feet. So you've got 800 feet versus 500 feet.

- Oh, but you're not counting the feet when they turn from James to Broad, oh, but Broadway is considered the truck route, is that--

- Broadway's the truck route.

- That's how it's, okay, I get it. So, all the way down Mather is not considered the truck route? If they went all the way down Mather?

- No, Mather, east of Broadway is not a truck route.

- Okay, now I get why you say it's shorter, even though, right. So if we could make that block of Mather part of the truck route, then that would alleviate that, it would then equal it all out.

- Or potentially make it the shortest route.

- Or potentially make it the shortest route.

- However, we do not extend out truck routes without having some sort of connectivity. We don't dead end truck routes. That's kind of what you're doing, if you would extend Mather Street that way. The way it is right now, Mather, that the truck route ends Mather, if you're going eastbound, it T's in at Broadway. So at least a truck can go left or right there. But if you send a truck down to Mather Street towards the shelter, technically you're dead ending them right there, even though, you're forcing trucks onto a non-truck route is what you're doing.

- Well, they're gonna be making turns one way or the other. So if they went down Mather and turned down McDonald or if they're going down, we don't want them, it's going the other way. So if they're going down McDonald and turning on Mather, you're either going down James and turning on Broadway. they're making turns no matter what we do. And it would be that area of Mather and McDonald, those blocks, make more sense for a truck route then that block on Broadway, which is more residential.

- Right.

- It's all industrial the other way.

- I guess the other thing to think about, and I'm gonna refer back to my report from last time. Not only we'd be dead ending them without any connectivity coming out of there, but I've already identified the turning movement conflict at McDonald and Mather.

- Oh, I thought it was further down with that, the problem was, if when we, okay.
- Every turn had a problem. All four of them.
- Oh, every turn. I'm sorry, I missed that. Okay. So to turn, was that a turn from Mather to McDonald that's difficult or McDonald to Mather that was difficult?
- Both.
- Both. Okay. Okay. Well... Now how much would they county, how much should I, as far as making that a truck route, if we want to try and make that the truck route and make any infrastructure changes for that to make those turns more navigable, would that involve us or the county or both?
- The city.
- City? Okay.
- Yeah, but I'm not sure you really want to be buying real estate and buildings and businesses, because that's what it would take.
- Oh. Well, that's what I was gonna ask next, is what would it take to make those more navigable?
- Yeah. I don't have the report in front of me from last time, but I do know that there were building corners that were being encroached. There was curb ramps that were being encroached. So in order to make those turns, to modify those turns, it would involve some real estate acquisition.
- Okay. Just eyeballing it, it doesn't seem like those streets are any wider or narrower than James Street. Which is, you're the, I'm not questioning you. You got the, you do more than the eyeballs. Then I guess I would just, I don't know if there's people who would like to talk about this. Okay, I guess they would. So if you could make a motion to open the floor to get some of the residents' input, I'd appreciate it.
- Yeah, we can suspend, I'll entertain a motion to suspend the rules so we can have interested parties speak, do I hear a motion for that?
- So moved.
- Second?
- I second it.
- Okay, a motion made and seconded to open the floor. So, Dave, what information do you need or do you know who wants to speak? I see one party looks like they're raising their hand.
- I see two. I see three. Richard, Bill Kilp and Teri Kilp are the three parties that I saw raised.
- All right. Do we need to go in any order who speaks first or?

- There is no particular order. I would presume that Teri and Bill would maybe want to speak because they're at the same household. So I would think that they would want to speak together.

- Okay.

- Or consecutively.

- All right, go ahead, Teri and Bill, if you want to unmute yourselves.

- Yeah, thanks for giving me another opportunity to speak in front of you. So we're right on the corner of James and Broadway. And the trucks coming from Graymont are turning right in front of our house. Now, there's already almost 137 trucks a day driving past our house, not just our house, but the 13 or 12 of us that are affected by this particular issue. There's a much bigger issue going farther down, but the one we're talking about right now affects 12 houses. And so, some of the trucks are already going the way that we're suggesting. There are times where I'm standing on my porch, there's a truck coming up James Street turning onto Broadway at the same time that there's a truck flying down Mather, crossing Broadway, and going exactly the route we're talking about. And sometimes coming the other way back. So they're already, some of them are going that way. But I'm gonna guess that the reason that they're coming up James Street and turning onto Broadway is they don't have to stop, well they have to stop, but they don't have to wait for traffic. If they go down to Mather and they come up, when they get to the corner of Broadway and Mather, they have to wait for oncoming traffic. So it's an inconvenience is what it is. So anyway, that's the situation. And when they did the study, the trucks that were in front, on our block, and then they also counted the trucks between James and Phoebe. And there's more trucks on our block because of the trucks that are coming from James Street. So our block gets it the most. That's the situation. I think that, I don't think I can add much more. Teri, do you ever, sorry. She didn't want to talk. But she worked at N.E.W., so she can tell you how that would affect N.E.W. as well.

- Yeah. Can you hear me?

- Chair, just for order here, we need to get names and addresses for all speakers.

- Okay.

- Teri Kilp, 719 North Broadway, corner of Broadway and James, as my husband, Bill just said. Yeah, okay. With Graymont trucks and every other truck that comes up, going west on James and turning south on Broadway in front of our house, practically almost every time comes up the curb on the corner, which is very dangerous. And it sounds like it's coming right through our room. Next, the same thing, working at the shelter, those same trucks are going straight down Mather the same way, heading left on MacDonald. So, I don't know what the difference could be. That same route, they're going right around the block, right around the block. The only reason they come up James and turn on Broadway is because they don't have to stop on Broadway. So that's the difference there. Why there are a big semis and gas tankers coming up James and going on Broadway is another question all together. Now, as far as it affecting the shelter at all, there are 70 residents there right now. I'm sorry, but we live here permanently. So this is affecting us morning, noon, and night. Something has to be done. Thank you.

- Okay. Thank you. We have one other speaker. Is it Richard that wants to speak to this item? You want to give, unmute yourself, give your name and address, Richard.
- My name, well, Richard Parins, 1402 Kellogg Street. I am calling in, I had no other idea how to address this committee, other than to attend the meeting. But it's an unrelated item. So I don't know how you deal with that.
- Okay. You'd have to probably talk to Dave to get on the agenda. We can't just take an item if you're not on the agenda.
- Well, I wish my alderpeople and everyone else that I've contacted would have given me that information.
- Well, I'm sorry that you have that, but if you want to contact your alder or contact Dave.
- How do I get ahold of David?
- Dave, you want to give him your phone number?
- Sure. 448-3100.
- And that's David Hansen.
- If I recall correctly, I know that there is one alder that has reached out to me and I believe he mentioned your name. So I think that there's actually some sort of a request potentially coming at the next meeting. So I don't know if that--
- Yeah, no one's let me know that. This is a very cumbersome process. Zoom has not made it any easier.
- Have you talked to Alder Brunette?
- I've talked to, yes, I know both Alder Brunette and Alder Steuer, who is my alder.
- The request is coming forward.
- So, just, I'll call you.
- Thank you.
- Thank you, sir. Anybody else wish to speak to the item? If not, I will entertain a motion to go back to regular business.
- Motion to close the floor.
- Motion made to close the floor back to regular business. Do I hear a second?
- Second.

- Okay, we're back to normal business.

- If I could? Dave, when we did this study, did we do a count of truck traffic from Mather down the east side, past Broadway, to see how many trucks are using that route? Do we know that?

- Yeah, I did. I think I had five or six locations that I counted, yes.

- Okay, maybe we can, I don't remember that on the study. I'll double check, but, if it is, if we do have info, that might be able to help us determine whether that, I mean, if trucks are using it, maybe we can figure out a way to make that a viable, make that the route to be used.

- If you want, the study itself should have that information. And if there's not enough clarity, I only put in what I think is relevant information for the report, because we have, we get a lot of data in. But if you're looking for additional information, say you look at the report and say, well, this is all good, but do you have that? Feel free to ask me questions. And if I have the data, obviously I will share it.

- Yeah. Yeah, well, I guess I would just like to see if we could hold this item, if we can't act on it now, just to see what other, to really give it a good look and check every possibility of how we might be able to make the change from, to go down McDonald to Mather, as a B route, instead of James to Broadway. 'Cause that would definitely, as far as being a route that's less habited, that would definitely be the way to work it. That would make a difference for the residents in that area and the development of that area. So if we could really go over that and figure out what it would take, what it would need, and how much it's being used. And if that could used to justify making a change or doing whatever we do to, need to make the change. If we could just look at that further and wrack our brains I know you've gone over this a lot, Dave, but if we could wrack it over one more time and see if there isn't any way at all to make that change, I would appreciate it.

- All right. Well, Dave, you've done one study. What's your thought on how to proceed with this request? I'm not sure. We've hashed it out, had the request already, so I'm not sure what direction to go, to be honest.

- Right. Sometimes you have to just look at where is, how can I say this? Right now our ordinance for truck routes, the thing that allows them to travel on James Street is because it states, if a truck deviates off a heavy truck route system, it shall take the shortest most practicable route. The only way that you could ever change something like that is if you change the overall ordinance, to somehow, and I don't know right now, talking off the top of my head, what that language would be. I don't know, but that right now, when I look at it, that would be where the violation, or I should say lack of violation, is occurring. And to make it a violation, you'd have to change that ordinance to do that. That's the first thing. But, I don't think we're going anywhere unless we get county and DOT concurrence about moving their OSOW and their high clearance OSOW routes. If you can't get that, it's kind of dead in the water, at least on our end. And we, I don't have any power as an agency to tell them what to do with that, that's not, I can't do that. And I think Randy was probably more on the right path when he said maybe we should get the county supervisor involved and find out what is their equivalent of the city's Traffic, Bike, and Ped Commission at the county level to potentially make that change, which would again, involve discussions with the Port, with Dean Haen and with Cole Runge. But I've already expressed what Cole's response was. So we already know what Cole's response was. And what I got out of that is, he didn't sound like he was in support of it. And he gave

a legitimate reason why. But, again, like I said, you really need to talk to the county and the county has to actually get it approved with the DOT because they coordinate with their OSOW system at Madison as well. So, if you can get that moved, maybe it gets moved to Alexander, I don't know. I don't evaluate the routes. I don't know what their criteria is. And so potentially, Randy, if you talked to, is it Sieber, I believe?

- No no, it'd be Friberg.

- Friberg, okay. Yeah, right, right. He would probably be able to have those conversations then at whatever committee that is that gets that changed. I don't know what that committee is.

- Okay. I can do that. And I can also talk to legal about maybe looking at the ordinance. I don't know, it wouldn't hurt. I can do that. I don't know if it'll go anywhere. But I can certainly do that too. And I'll talk to Friberg. And I guess we need to start with the county and then we'll see where we end up.

- Right.

- So, all right, thank you.

- Okay. All right. So for this motion, do we want to receive and place on file at this point, Dave? Or is there a refer to staff or down the road or what's your suggestion for how to handle the request?

- Well, it's my understanding, based off what I just heard Randy say, is that it sounds like he's gonna take some initiatives at the county level and with our legal department. So, I think it's kind of in his hands. I don't really know what I can do, 'cause I can't change the ordinance with this.

- I don't know if it matters. I could, if we received and placed on file, I can always bring another--

- You can bring it back.

- So I don't know if you want to hold it. I don't know if it makes much difference either way. We've gotta get a couple of things done before any action can happen, whatever you--

- All right, why don't we, it's probably not what the residents want to hear at this point, but I think we need to receive and place on file. And you do some more work on it, Randy, and see where you can take it, because it's, I feel for them living there and having the truck traffic. But, we've done the study. I'm not sure what else, as Dave said, we can do from the city level at this point. So, let's go with that. Do I hear a motion to receive and place on file.

- Mr. Chairman, I'd so move.

- Okay, motion made--

- I'll second it.

- Motion made and seconded. All in favor?

- [All] Aye.

- Okay, motion carries. Initial request, consideration with possible action on the request for the Parking Division to modify Ordinance 29-203 Residential Parking Districts, to match the current procedure for residential parking permit zone vehicle registry.

- This is more of kind of just cleaning up some of the ordinance that was just kind of stumbled upon. And we just looked at it and just said it was old, because the old system for the residential permit parking required, I believe it probably started with the hang tag, and then it went to a sticker system. But that system has changed now where we actually have a database and an app that the Parking Utility folks use when they're out. They can go down any street that has those now and these cars don't have to have these stickers any longer in the windows, but they can look it up just to see if they're in our active database. So, it's really just more of just cleaning it up, because it's an antiquated reference right now, to displaying a permit. So in the background of the agenda packet, you will see, basically what I want to do of ordinance, well, this is just my recommendation, I'll just read it to you, Is to delete the ordinance 29.203, Class B Parking Violations, Section 13, Residential Parking Districts, and replace it with the following text. 13, Residential Parking Districts. No vehicle shall be parked in a residential parking district unless the vehicle has an active residential permit, that's the key right there, has an active residential permit. We're replacing the words, display a valid resident's or visitor's permit. And I'll continue. Or the vehicle is a service vehicle and its occupants are actively rendering service to the residents in the area. So it's rewording the ordinance, that's all.

- Okay, do I hear a motion for the recommendation.

- Motion to approve.

- Second?

- I'll second it.

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

- [All] Aye.

- Motion carries. Item four, initial request, consideration with possible action on the request by Alderman Scannell to change the two hour 7:00 AM to 7:00 PM Monday through Friday parking to three hours, 7:00 AM to 7:00 PM, Monday through Friday, parking on the east side of Van Buren Street from Cherry Street to Pine Street.

- This is really more of a, the neighborhood really, I think, to make the decision. We already have two hour parking there. And if they want to have a little bit more time, that really is not any different for us. It's just that we'd just have to enforce it slightly differently. It's really no issues on our end. And it's just one of those things that, just want them to be aware that if, three hour pertains to everybody, so there potentially could be someone that works nearby and so, and they go, oh, well, two hours didn't work for me, but three hours does, I can at least get out at break and then move my vehicle or something like that. So it's just, I just want to just be very open on that, that that potentially could occur. I'm not saying it will. But anytime you extend out the length or duration of a parking zone like that, that you're opening yourself up to potentially someone else parking there.

- Alder, do you have any comments on--

- Yeah, this is coming from the residents. It's becoming, with the Whitney Townhouses and everything, and the apartments there, there's a lot more residential and the townhomes. So it's gone up residentially and it's coming from them. They'd like to have a little more time for their guests to park. And so that's why I, it's coming from the residents and they'd like to see that change. So that's my case.

- Chairman, I move approval.

- Motion been made, do I hear a second?

- Second.

- Motion made and seconded. All in favor?

- [All] Aye.

- Motion carries. Five, initial request, consideration with possible action on a request by Alderman Scannell to change the speed limit on Broadway from Augusta Street to Mather Street from 25 to 15.

- Dave.

- You guys know the drill. Any change in speed zone, by state statute, shall be accompanied with an engineering study. That said, I want to kind of look at the practicality of something like this. We don't have any 15 zones on, regular, long-term 15 mile an hour zones, other than like alleyways. And we all know the school 15 mile an hour when children are present, we have a couple of flashing systems that are set at 15, just like during those school times. But that's typically where you'll see that. So taking it down to 15, I guess we're not really sure why the request is there. And I think that this is maybe something that I would like to at least get the opinion of our police department, because any changes in speed zone, especially reduction, typically means that enforcement could be a little bit of a challenge, at least at minimum at first. So I'd love to hear the opinion of our Traffic Lieutenant.

- Yeah. Having a permanent 15 mile per hour zone, which I think there's only one in the city, which is by Bay Beach entrance, main entrance, which is just on that curve by Bay Beach, there's no other 15 mile per hour speed limit zone throughout the whole city that's permanent at any time. I think, I don't know if, I don't believe there's a issue with accidents in that stretch of roadway that would signify a reduced speed limit. Or if it's an issue with noise from the trucks. But, if you drop the speed limit to 15, it's gonna be very hard for people to do 15. It's hard to get them to do 25 the way it is. And I think if you expect people to drive 15 miles per hour, even on a couple of block stretch. I don't think it's gonna happen. And you can do all enforcement in the world, but I don't think that people are gonna realistically drive 15 miles per hour, especially with the trucks.

- Yeah, another thing I'd like to add as well as, 'cause I've done a number of these studies in my career. And one of the things I do know that are in the regulations, or I shouldn't say regulations, more of the guidelines that DOT actually puts out, 'cause they go into a pretty detailed methodology on how to do this. But one of the things that they're sticklers on, and I wholeheartedly agree with is that, they do not recommend to go short areas, to just drop your speed limit and then all of a sudden

go faster. Like I said, the only place you really ever see anything like that is gonna be in the school zone, but that's, where we have these huge, very short-lived peaks and they're gone. And then the condition's gone, and go back to whatever the regular posted speed is. But to do this 24/7/365 and just a number of blocks here, is very atypical. And I think from an enforcement perspective, and I'm not an officer, but I work with these guys quite a bit, as Mike knows, and sometimes putting a speed limit that is gonna be tough for people to drive because we, I know as an engineer, when we sample these speeds, 85th percentile is that number that we look at. And that's what people, what we call the comfortable speed, where people feel safe and comfortable driving. And in this segment, I don't think we're even gonna come close to 15. So I can tell you right out of the gates it would be very difficult. That's been our experience is that if you set that speed on that way off from the 85th, it's gonna be an enforcement challenge. But, getting back to my initial point, nothing can be done other than referring it to staff for study. I do know that when these reports are done, we're not necessarily saying we're evaluating for 15. We are looking at this thing in context. We're looking at it with all these other roads. We're gonna look at roadway features, driveway spacing, roadway widths, curvature or lack thereof. And we make a speed recommendation. We don't say yes or no to whatever the request is. A speeds study is very, there's a methodology to it. And we come up to a speed. And we all know those discussions involve, like on Webster. So we know how these can get, they're emotional right now to some people, but when it comes to our department, we have to give an objective type of response.

- Alder, did you have a comment on your request? After hearing--

- I don't know if a speed study would really, 'cause really all those technical things. I don't know how it would stack up with, the main reason, again, it's a very residential area and the high truck traffic. So they're hoping that maybe we could reduce the speed with the trucks. And I think that's more the issue than any other kind of traffic. That would make the area much safer if they can't, if we can't reroute the trucks, what can we do to try and make that street safer for families? So I think that's really the push here and the thoughts behind it. I don't know that comparing this area to any other area in the city really does anything or makes any sense. I don't think any other area in the city has got trucks going by their houses one every five minutes. This is a unique area and this would be done just to address that unique situation. So I think the discussion has to happen around that. I don't think a study would really be, I think that'd be a waste of time, 'cause it's really to meet the conditions of this area. So if it works, if it makes sense, and works for everybody to do it for that reason. Great, and if it doesn't, that's what we need to discuss I think. I don't know if again, you want to open the floor or not.

- If could just add one thing. To answer your question about the study. It's not a matter of choice, Alder Scannell. We're held by state statute. It's clearly in there that any change of speed zone, it doesn't matter the classification of the roadway, who owns it or anything, it's required.

- Mr. Chairman.

- Yes.

- Mr. Chairman, while I have empathy with the residents and their complaint with the noise situation, I just don't see where bringing it down to 15 is enforceable. It's gonna be violated constantly. If we really want to enforce it, we're gonna have to send a police officer there every day. Again, I have

empathy with the situation that the alder and his constituents are facing, but I think this is a very impractical solution to the problem. I therefore would move to deny the request.

- All right. We do have one, Bill wants to speak to the item. So we should be fair and let him speak. So, let's entertain, I would take a motion to suspend the rules and allow Bill to speak to the item quickly. Do I hear a motion, in fairness?

- So moved.

- Second, do I hear a second?

- Second.

- Okay, motion made and seconded to suspend the rules. Bill, yeah, briefly, if you want to comment on this item, go ahead.

- Sure. Bill Kilp, 719 North Broadway. This is not a noise issue. Noise is only a portion of the problem. It's a safety issue. A truck going 25 miles an hour that weighs 80,000 pounds takes more than 50 feet to stop. You guys will listen to us when a kid runs out in front of one of those trucks and gets killed. Because if that's what it's gonna take, that's sad. You can't compare this to any other place in the city. I don't know of any other residential area like this that has 137 trucks a day, one every five minutes on an average, driving down the street. Now there is an alternative route. But, we've talked about this in the other meeting, that the majority of the trucks that we're experiencing are coming from--

- Let's, we need to limit your comments to the speeding, Bill. We've addressed the other issue. We heard where we're going with that. I empathize with you. I wish there was more we could do as a--

- I wish you would come and sit on my porch and witness--

- I don't think I need to, I can feel it.

- The speed issue, all right, let me address the speed issue.

- I can hear you. The speed issue, you need to keep your comments to that.

- Okay, I believe I did address the speed issue in telling you that a truck to stop, going 25 miles an hour that weighs 80,000 pounds, is gonna be almost impossible if somebody runs out in front of it. Now, the idea of the speed issue, there's so much more to this than what you guys are, yes, you empathize with me, thanks for that. What I would like is for you guys to come up with a solution to this problem. Why am I the one that's having to come up with all of these solutions only to be turned down? I'm not the only resident. This doesn't just affect me. This affects 37 houses. When these trucks come down Broadway, there's actually 13 blocks of residential area that they're coming down between exchange and the end of Broadway. Whereas if they went the other way, there would be no residential area. So the speed issue for us was, and quite frankly, a way to deter the trucks. I was hoping that if they had to slow down to 15 miles an hour they would use their heads and take the route that's shorter and that's not going through 13 blocks of residences. Thank you very much.

- All right. Thank you, Bill. Let's move back to regular business. I'll entertain a motion to go back to regular business.

- So moved.

- Second.

- All in favor?

- [All] Aye.

- Okay, we're back to normal business. I wish we had a better answer for the neighborhood. I don't know, listening to the experts, and Bill, I know your listening yet, probably, you're living it every day. I'm not sure what to tell you, as the chairman of the committee, what else we can do. We've looked at it from the angles that the committee is allowed to do. So I don't know if any of the commissioners or Dave have any other comments, but I'm not sure what else to tell the neighborhood there?

- Like Dave said, any speed limit change has to come with a study, and one word of caution is, if he studies this and finds that all the conditions favor a 30 mile per hour speed limit, that's a slippery slope. Do we have them do a study and recommend a higher speed limit? I think that would just outrage them more. I'm apt to just decline the proposal, instead of referring it to staff for study, because it might have the opposite impact that you're looking for.

- Mr. Chairman--

- I have a question for the officer.

- Yes. Go ahead.

- For the Lieutenant.

- Go ahead.

- So how have you been monitoring speed along this stretch?

- I don't have any numbers in front of me. I can have a speed board put up and see what the speeds are. I don't know if Dave has any speed studies recently for that stretch of roadway.

- I believe when I classify I can pull speeds as well. I'd probably do have them.

- Just wondering if we do need to monitor that through the police department?

- Yeah, we could put speed boards up there in the near future and see what the speeds are. But if they're requesting a dropdown to 15, if it would go to 15, most people I think are not gonna drive 15 miles per hour, you'd be setting an unrealistic speed limit that you know people are just going to violate. And I don't think that's necessarily safe. And I didn't pull any crash data for this stretch of roadway, but I don't think, or don't believe off the top of my head that we have any serious accidents in that stretch of roadway either.

- Okay, anybody else wish to speak to this item?
- But if we just...
- Go ahead, Craig.
- I was just gonna make a comment that if we put a speed board out there, we would .
- You're kind of breaking up and we're not hearing you very well.
- No, I said that if we put a speed board out there, we'll know the average speed.
- That's better, your voice. Okay. That's something we can do, Lieutenant, then?
- Yeah, we'll get them set out there probably this week yet.
- Okay. All right. Yes. Go ahead, Alder Gerlach.
- This is not any of my business 'cause I'm not on the commission and this isn't my district, but, I just, I've listened to this now, at the last council meeting and this evening. And I just want to say that I have tremendous faith in the people involved in this situation. I think Dave Hansen understands traffic better than just about anybody. And I know two people on the commission. I know Alder Stevens and I know Dan Theno and I know they are pullers and I know Alder Scannell and I've listened to Bill Kilp speak twice. He's really a concerned citizen who does his homework and cares deeply. I just believe there is a solution to this problem. I know you haven't found it yet. But, please don't give up on it, please. I just hope you'll all commit to finding a solution. This really, really could be a terrible, could end a terrible way. I know you folks can find a solution. I will do anything I can to help.
- Okay. Thank you.
- Thank you.
- If I may, I wasn't aware that a study had to be done and I really don't think a study will be helpful or useful in this. I have really thought we could. This issue and talk about it on those terms. But to do a study and look at the stretch and compare it to other places in the city and so on, I don't think that would be appropriate or useful or helpful in any way. So I don't think, if we have to do a study, I don't see that as being a good way to go.
- I guess on the part of, is there any other location, like this is very unique, I've been hearing a lot of that. There's a lot of unique areas in this city. And I can tell you that there's one location that's right by a bus company that probably gets that number of buses that go by it in about one to two hours, every weekday. And it's not even a truck route. I empathize, yes, but I'm also saying they're not the only one on this planet. And in this city. There are pockets of very unique traffic locations that are deviating legally off of the truck route. It happens all over the place in this city.
- Well, if you think it'd be worthwhile, I was gonna rely on your expertise, if you think a study would be beneficial.

- I'm afraid what you might find out with that study is, as the Lieutenant was saying, that it might deem it should be a higher speed than what it is. I'd be cautious about wishing for it to go down when it might go the other way.

- Yeah, and to go on what Mike was saying earlier, anytime you're going to look at a reduction on speed, from what the state statute kind of pockets it into, 'cause that's kind of how it is. You start it off by, there's different types of roadways, and then these are the ranges of speed. And one of the things that will let you drop down into a category is gonna be safety issues. And what Lieutenant Sobieck had said, and I'm with him, I am not aware of a crash problem out there. And again, I get it. We hear this all the time on almost every street, that there's gonna be a kid killed, and are we gonna wait till then? If I did that at every request location, we'd have a speed limit 15 miles an hour on every street. Not realistic. And we can't set precedents like that in the city.

- All right. I think we've hashed enough on this item.

- Mr. Chairman?

- Yes.

- I do have a motion on the floor and it hasn't been seconded yet.

- Yep. Receive and place on file, Dan?

- Yes, if that's preferable to deny. I would move to receive and place on file.

- Okay. A motion made--

- I second that.

- A motion's been made to receive and place on file, and seconded, all in favor?

- [All] Aye.

- Okay. But I think the speed board would be beneficial all the way around, though.

- Yeah. We'll still put.

- Or you can do that, Mike, okay. All right. So are you in agreement with the item then, Craig? Did you vote?

- Oh, yes. Aye, sorry.

- Okay, thank you.

- I don't know if I said aye.

- All right, I wasn't sure if I heard it. So okay. All right, we're good on that. And let's move onto item six. Initial request, consideration with possible action on a report by the traffic engineer and a follow-up of evaluation of the flashing signal operations at the intersection at Dousman Street and Gray Street. Dave, go ahead.

- Yeah, I was just unmuting and grabbing some notes here. So, as you know, I had brought forward that informational item. I believe it was at the January meeting. We started our trial of flashing a red red signal at Dousman and Gray on February 1st. So, the 90 day trial, although it wasn't motioned for that, that's what we did administratively, how a four way stop would work at this location. We did some follow-up evaluation. So in essence, what I do is I collect data of the traffic counts. And then I also look at, has there ever been any crashes? How is it operating? How is it operating under the new traffic control method? And so I looked at the warrants again. So the signal warrants still continue to not be met. And when it comes down to all ways stop, it only met it for the simple reason of the type of crashes that we've been preventing. And I guess that goes to the last point here that I have, is that we have had some crashes, but this is to be expected anytime you have a significant traffic control chain. So, when I looked at the type of crashes and the frequencies and when they happen, from the onset of this, did not surprise me. And as suspected they were, there was no injuries, there was no fatalities. Very minor property damage only on any these. And if you remember, the primary reason that I made this recommendation was that we've had fatalities at this location. We've continued to have serious injuries every year at this intersection. And this is something that we need to stop. So, the trial so far, like I said, it's almost four months in, and it's been successful. So I am making a recommendation as follows. Since the trial was successful, the city should permanently change the Dousman signal from signalized to an all ways stop. And I'm looking for two motions, a motion to remove the traffic control signal at Dousman Street and Gray Street, and a second, to establish an all ways stop condition at Dousman Street and Gray Street. There's no need for a 90 day trial, that's what we just did. So, basically it'll go in the next council report and become permanent. And by doing so, I think fiscally, this is a good move as well, because there was a project that's about to take place that potentially we would have had the need to replace this traffic control signal if the impacts were high enough, which would probably range from about 200,000 high estimate. So not only would we be saving taxpayers of the city some significant dollars, the annual maintenance fees, electricity, et cetera. My electrician's not having to go out there and fix these knockdowns that have been happening from these crashes. And most importantly, people are not dying, and they're not going to the hospital, and not being seriously injured. So I think it was a success. And I'm asking the commission to move forward those two motions if they agree so.

- I'll make a motion to move forward.

- Do I hear a second?

- Second.

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

- [All] Aye.

- Good work on that problem, Dave, to solve that, hopefully longterm.

- Thank you.

- Seven, initial request, consideration with possible action on a request by Alderman Stevens to review and or create bylaws for the Traffic, Bicycle, and Pedestrian Commission. Who wants to go first, Dave or Craig or?

- I can go first. There's not much to talk about, so I'll go first.

- All right.

- So, as we all know, we're down three commissioners. So it was brought to light by Dave that we're kind of in a crisis mode. And so we started reviewing bylaws and ordinances and then come to find out, all we rely on is our city ordinance. So we thought it would be best if we brought it forward to possibly draft additional bylaws that Traffic, Bike, and Ped could follow, and some type of draft to look at in the future, so we don't come into these type of issues again. Right, Dave?

- That is correct, yes. Yeah, as we all know, Brighid is no longer with us. She put in a resignation a week ago Friday. And once I learned of that, of course I wished her well in her endeavors and thanked her. But that meant, when you do the math, we have four commissioners leftover, meaning nobody can be absent in order to have a quorum. So, that is where the term crisis mode came from. So, the good news is, is that I made, well, Alder Stevens and myself both had contacted the Mayor's Office and expressed our concern about this situation. And I can say with, I'm much happier now, because not only, we have two appointments coming on tomorrow's common council agenda, but we potentially have a third person that's interested. And this all happened by, it was kind of a cooperative effort. There was someone that actually, well, I, once this happened, I basically took any opportunity I could, through Zoom meetings at city, and it just happened to be at our followup Safe Walk and Bike Plan meeting that we had the Fluckes, I don't know if many of you probably know Peter and Tracy Flucke, who are some bicycle advocates in this area, very nice people, and very well respected. Well, they have a daughter named Melissa Flucke, and they kind of said, maybe she'd be interested in it. And then there it was, she had submitted her application, and I had a meeting with the Mayor mid-week, and this was one of our things that we talked about. And he said he got the application and everything was good. And there was another one, and they shared that information with me. So all that's coming tomorrow. So hopefully many of you council members that are listening tonight that, hopefully there's no red flags. I didn't see any at all. They look like real qualified candidates. And hopefully we'll have at the next meeting, we'll at least have a total of six members. And who knows, maybe within that time we get another one. So, I just wanted to make that clear that we're on the right path that way. But to continue on with what the Alder's requesting, and we had talked about it, and I was like, well, let me just see if I can find anything. I've been here for over 15 years now and I had a conversation with Chris Pirlot, with, a few of you know he used to be in this same position, he's now over in operations, and he's been with the city a very long time. So I figured, he'd be my way to find out any of this knowledge. And he came up empty handed. He's like, we never really had any sort of written bylaws or rules, although the ordinance allows it. And I thought that it would probably be a good idea to at least entertain the idea and have the discussion on whether there should be some. And this is really, I'm just staff, so it wouldn't seem like you'd want to refer this to staff for study or anything like that, 'cause this is your commission. It should be your rules. I can only make suggestions on what I think would potentially help. And I did write down, jot down a few things, at least if this goes any further, that you should consider. First would be, I think we should really establish the meeting frequency, which, I'm not saying we change it. I'm just saying that we at least solidify it. As in, we've been meeting once a month. I remember years ago, we met twice a month. So, I don't think, now

would be a good opportunity if you think that that's a good idea, we can do that. But I think meeting frequency should be part of that. I think an official adoption of the Robert's Rules of Orders would be good, even though I think we loosely use them, but I think we use them close enough. And I would think that that would be part of it. A third would be a discussion on whether or not we want to have membership residency. Do we require them to be City of Green Bay residents or not? Again, that's really, I think, the choice of the commissioners. I think that there's pros and cons to both. And as many of you know, when I first started, I was not even a resident. Even Mayor Schmidt made it clear to me that he wanted me to move into the city. And ultimately I did. But for more reasons than just that. But no, there was, I kind of had an outsider's perspective when I lived outside of the city and now I live in the city and I have more of an insider's perspective. So I see both pros and cons to it. I would say having some sort of a requirement on attendance. One of the things that I've witnessed over the years as commissioners have come and gone, that there are some that are very strong about their participation and involvement and that they care, and they're involved in the discussion. And I know that we've had some that maybe didn't have as good of an attendance, based off of whatever, they had some conflicts or whatever. But I would think at least bringing the subject up to encourage a higher percentage of that attendance. So, if you're gonna be there, like, do we require them to be at least 70% of the meetings? I'm just throwing that out there. But I think that it would be a good thing to have, just so people know that we're serious about this and we want their participation. And the last thing that I have would be, diverse city or cross section of membership. I don't think it would benefit any committee, regardless of what it is, and this one included, if it was, I don't want to say stacked, I think it's a poor word to use, but I think it needs to have a cross section of road users involved. And as many of you know, there used to be civil engineers and dating years back, it was customary for the traffic engineer of the Northeast Region Office over at DOT, that person always had a place on the city's traffic commission. And we lost that over the years. I think some of that had to do with a lot of these people kind of live, and they had their own meetings, that kind of went away. But we still maintained a theme of having at least one other civil engineer to be on the commission. And even though you might not think I like it, but I wanted, I'd love to hear some of the different engineering opinions that could come to the table. And I think I heard it tonight, by Randy and by some of the other people that are on this phone call that say, well, why aren't you just coming up with all these solutions? I think that having another engineer or just a minimum of one being on the commission, I think that helped when we had Mark Schuster on there, we had Ray Smith. I thought that they were good assets to it. And they could, it's almost like a QA QC for staff too. If they think that we're coming up with something wrong or maybe we didn't look at something properly, it's kind of a checks and balances to the system. So, I'll leave you with those five points, if indeed you even want to move forward with this, but I didn't want to come empty handed. And I know I've had a lot of experience being your technical advisor and representative from city staff. So with that, I guess, I don't know, that's really all I have to say on it. If you have questions, I'll answer them. But I'm really just more looking for discussion and hopefully, a good cross-section overall.

- No, I think you're onto something good there, Dave. Stated bylaws and I think everything you mentioned is good stuff. Just one thought. When I was, and I've been on a couple years or whatever, we always seemed to have somebody, and I agree with you, I know nothing about engineering myself, so it was always nice to have somebody from DOT or somebody that understood that side of things. And we've had that previously. And it seemed like you had an inroad to DOT or somewhere where we had Chuck and Mark and Brian at one point, I think was some of the names. How do you tap into that pipeline again? Is there, do they just have different agendas at DOT, or is it possible, or county-wide, Ray was county, right, if I remember right?

- Yeah, Ray came from Brown County, and then he was a consultant. I've actually done that, Matt. But I have a feeling that maybe COVID had something to do with the lack of participation. Just the world was turning so much. And I think maybe some people think that they work, they don't know, maybe they were used to meeting in-person and things like that, and they just kind of said, I'm just gonna let this. 'Cause I actually sent out a, I thought it was a well-crafted email. I put on my marketing hat. Many of you know I was a consultant before this. I did my dog and pony shows too. And at the end of the day, I got zero responses, and I sent it to a lot of people and I know a lot of people in this industry. And this is nothing that you guys can do probably about it, but I know that not having any compensation for the time that you participate, but that could weigh in a factor. People's time is precious. And they have to make decisions with that. And I think this is a good thing for someone's resume, to be on the commission, I think it's an awesome thing to have. But for someone that's seasoned and really is a busy person, when you don't offer them any money to do it, I guess it's just not as much of an incentive. And again, I have no idea how that even, going up that, barking up that tree, maybe I'm just I'm out of line with it. I have no idea. It's just something that crosses my mind because I just know how it is. I'm spending my time doing this, but I'm also getting, I'm not getting paid, I'm getting comp time for it. So we're all getting some sort of, something out of this. So that's all I really have. I've tried to go out to the professionals and I haven't gotten any feedback yet.

- Okay. I just think that that's a good avenue. I like that avenue because, you've got the engineering hat, but to have somebody kind of supplement and help you with that I think would be a great asset. And like I said, I think we had a good cross section to a certain degree, but the technical skills are, not a knock against anybody who's on the committee right now, and I'd be the first one to raise my hand, I had no technical skills on this stuff. I'm just an interested citizen of Green Bay who wants to help out a little bit. And that's my goal, why I'm on here once a month. It's not a great time commitment. And I never felt I have to be compensated. It's just my give back to the community, which I think probably people who are on the meeting tonight, that's why they're here right now. Why the alders are here, they want to give back to their communities. But to move forward, yeah, I think you and Craig are onto something there, of coming up with bylaws or something. I guess I didn't realize there wasn't nothing like that, either, official in the official writing, which is more what you're doing is putting it in writing, I guess, I assumed that it would be no problem for the legal department from the city, would they be able to do something like that, Dave, where you run that by them?

- I don't think we necessarily need to run anything, I mean, maybe if we have a draft and if there's something we're questioning if it's legal to do, I think it would be a good idea to run it by them. But, remember that, and I provided a copy of that ordinance about it, in this, and where I'm not exactly sure here where it says it, but in essence it, oh, right here, self-government, the Traffic, Bicycle, and Pedestrian Commission shall make its own rules regarding meetings and, it's cut off on my sheet here, but a commission they can be because. In essence it's just saying you make up your own rules. We're a commission, not a committee, which is made up of all elected officials or alders. We have one appointed alder and the rest are appointed by the mayor and approved by common council. So I think it would be a good idea. And I think eventually I'm not gonna be here. I'm not getting any younger. And I think definitely before I would ever leave I would want to leave this in a good place and want people to, I want this commission to be much better than it was when I got here.

- Yeah, go ahead, Barb.

- Thank you. I would say though, I would 100% run this by legal. There is nothing, you should not be doing bylaws or changing things or making your own rules. It really needs to be put, at least run by

legal, because they put things in the proper format. They use the proper language. Not that we're incapable of doing it, but we're not attorneys, unless you guys are attorneys, and I just don't know that. But I served on the Police and Fire Commission, for example. For hours, although these meetings do go kind of long, but that was just tons and tons of hours and interviewing every patrolman, and it was when we were searching for a chief last time. And then of course you don't get any payment for it, but you're doing it because you care about your community. That's why people volunteer for these kinds of commissions. But if we would have changed anything, I know we would have gone, we would run that by legal. So I would encourage you guys to think about doing that. Thank you.

- Yeah, go ahead, Craig.

- I agree with Alder Dorff, but I think we need to give legal some direction on what we want our bylaws to be.

- Well, I think we can come up with the bylaws we want. And I think as Barb said, just get it in legalese so that it's fine or whatever. I think you're right, we determine what we want them to say and come up with a draft I guess, and then get it legalized for lack of a better word. that we're doing it within the laws, bylaws, so forth. Go ahead, Dan.

- I think the list that, and I wrote it down, I think the list that Dave came up with is an excellent starting point. I would suggest that Alder Stevens or Dave or both approach the legal department with this list as the beginning list, and then for the rest of us to think about any additions to this list that we might not have thought about prior to this meeting.

- Yeah, I was kind of thinking if you want, Dave, could we put an agenda item for the next meeting and maybe come up with what you got and everybody can kind of think about it and we can kind of talk about it a little more when everybody's had some time to think about what they might want the bylaws to look like and talk about it at the next meeting. Does that make sense?

- Yeah, probably the easiest way to do that is just to postpone the item to next month or hold the item to next month. That way it just keeps it on the agenda until we get it done.

- Okay. Yeah, and we can discuss next month where we have a month to think about what they might want the bylaws to look like.

- Right, and the bottom line is, is that, we don't necessarily need to even have anything on council report until there's actually something that they take action on. So if you just hold the item, that keeps the discussion going. It allows Craig and I to work with legal and to get something in draft form to present to the commissioners.

- Okay. To me that sounds like a plan. Anybody got any other comments on that or? Okay. I think between you and Craig, I just want to comment that you guys, sounds like you did some work behind the scenes on the vacancies. That was one of my items to talk about here, the wrap up, just to see where we're at with that. So I would say kudos to Dave and Craig for taking the initiative and making something happen there, which it sounds like you've done. So that's a good job, guys. So it would be my three cents worth there. Hopefully they will--

- You're welcome. And you didn't get to see our little marketing card that we put together. Remember, Craig? What we put together.

- Yeah, we're working on something. We were.

- And then I tweaked some of the software or whatever, 'cause he had some questions on some signs that we were actually thinking about going out to social media, I think, Craig, you were gonna do that maybe, just on your own elected official page or something, weren't you, Craig?

- That's correct, yeah.

- Yeah, but we didn't have to get to that point. But yeah, no, no. As you all know, when Brighid put in her resignation, we kind of were at code red then, it's like, wow, we can't miss anyone from a meeting at all.

- If we get two people that'd be great, because there's times where people have got something else going on. I think everybody's pretty much takes this pretty seriously, who's on the committee right now. And unless they've got something really pressing, they're here for the meetings or whatever. Zoom-wise you can be almost anywhere and be a part of the meeting too. But, at some point I think we'll probably get back to meeting in-person, I would think, isn't that down the road type thing, Dave?

- Yeah. Yeah, I'm thinking that's gonna happen sooner rather than later. There's different COVID guidelines that were just actually released today, at least for city hall and everything like that. So, some of those things are being relaxed. And I think that the ability to meet in-person is gonna come sooner rather than later. And as soon as I get any definitive directive on that, I'll bring it up for discussion or I'll let you know if we have that ability to do that. So I think that we're, as it sits right now, we're gonna be virtual for June. But if something changes between now and then, I can let you know. And if we have some people that want to participate in-person, I think we may have that ability.

- Just a question of the members we have here left, does everybody kind of want to get back to meeting in-person or the virtual ones. It's kind of nice in one way. You can be almost anywhere and be at the meeting too. So, I mean, is it, what's everybody's thought? Would you rather be in-person? Or do you want to continue virtually, which we probably would have the option. if we, a term in our bylaws, we could kind of come up with how we want to meet too, I would think. So just a thought.

- I think in-person gives a lot better opportunity for discussion about any issue. Zoom, it's kind of hard at times. So I think in-person would definitely be best. But maybe have, if people are going to be busy or something like that, keep the option open for a virtual part of it. But I think if we could meet in-person, that'd probably be the most beneficial.

- Okay.

- Mr. Chairman.

- Yeah, go ahead, Dan.

- Let's meet in person, then I don't have to deal with this phone anymore.

- All right. I know where your thinking is then. Yeah, no, it's, I think it's, over the years, people, I think you'd have more people involved from, if you're having a hot item issue, or not so much hot item, but just people feel more free to comment and come to the meetings, I think we find we get more community involvement, which is what it's all about. You got something going on, you want to talk about it, or you've got an opinion, you should be able to share it easily. And you heard the one guy earlier tonight who, he came to the meeting just to try to get something to happen for an item he had. So he sounded a little frustrated with the process. So I think probably in-person is the way long-term. But, with that, I should move onto Informational, F, unless anybody else got anything you want to talk about here with--

- Actually--

- Yeah, we need to vote on seven, don't we.

- Yeah, you need a motion.

- Okay.

- A motion to hold, right? For further discussion.

- I think so, yes.

- Motion to hold for further discussion.

- And do I hear a second?

- Second.

- Motion made and seconded to hold for further discussion for the next meeting. So all in favor?

- [All] Aye.

- Just so you know, I've been ready to go back to city hall like three months ago.

- All right. So noted. With that, I would entertain a motion, or the next meeting is Monday, June 21st. I don't know if anybody's knows they're not gonna be there at this point, but if not, we'll see you all--

- I may not be.

- Okay.

- Because there's Protection and Policy that same night.

- Is there, okay. Shouldn't be an issue if we have the new members in by that time, Dave, that shouldn't be a problem with new members for that time, should it?

- No, as long as we have a minimum of four.

- Four, okay. All right.
- Okay.
- All right. I would entertain a motion to adjourn then.
- So moved.
- Motion to adjourn.
- A motion's been made and seconded. All in favor?
- [All] Aye.
- We are adjourned. Take care, all, be safe and we'll talk in a month.