



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, JULY 19, 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, Alder Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, and Kasha Huntowski, and 1 vacancy.

Present and Voting: Melissa Flucke, Craig Stevens, Kasha Huntowski, Mike Sobieck, Matt Kuepers.

Present and Not Voting: None

Excused: Daniel Theno

Absent: None

C. APPROVAL OF THE AGENDA.

Moved by Ald. Craig Stevens, seconded by Lieutenant Mike Sobieck to approve the agenda of the Monday, July 19, 2021 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

D. APPROVAL OF MINUTES.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski to approve the minutes of Monday, May 17, 2021 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

E. REGULAR BUSINESS.

1. Initial Request: Consideration with possible action on the request by Ald. Galvin to install crosswalk buttons at the intersection of Porlier Street and Monroe Avenue for pedestrians crossing Porlier Street. (Ald. Galvin - District 4)

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski to refer to staff the request to install crosswalk buttons at the intersection of Porlier Street and Monroe Avenue for pedestrians crossing Porlier Street.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

2. Initial Request: Consideration with possible action on the request by Lynn Kamps to establish a loading zone on the west side of Beacon Lane from Capitol Drive to a point 75 north of Capitol Drive. (Ald. Wery – District 8)

Moved by Ald. Craig Stevens, seconded by Lieutenant Mike Sobieck, that on a 90-day trial to establish a loading zone on the west side of Beacon Lane from Capitol Drive to a point 75 north of Capitol Drive.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

3. Initial Request: Consideration with possible action on the request by Ald. Steuer to convert the signalized intersection of Taylor Street and Dousman Street to a 3-WAY STOP condition. (Ald. Steuer – District 10)

Moved by Ald. Craig Stevens, seconded by Lieutenant Mike Sobieck to refer to staff for study the request to convert the signalized intersection of Taylor Street and Dousman Street to a 3-WAY STOP condition.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

4. Initial Request: Consideration with possible action on the request by Ald. Brunette to improve

traffic conditions and enforcement of violations on city streets. (Ald. Brunette – District 12)

Moved by Lieutenant Mike Sobieck, seconded by Ald. Craig Stevens for:

- (1) Common Council to draft a resolution to the State of Wisconsin in support of eliminating the traffic photo-enforcement ban statute
- (2) Increase funding for moving radar units within police vehicles
- (3) Increase the number of traffic enforcement officers

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

5. Referred Back from Study: 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 Ald. Craig Stevens, seconded by Lieutenant Mike Sobieck, that on a 90-day trial, to:

- (1) Remove the 3-WAY STOP condition at Oakdale Avenue and Huth Street South
- (2) Establish a 1-WAY STOP condition on Huth Street South at Oakdale Avenue.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

6. Termination of 90-Day Trial: Remove the NO PARKING zone on the east side of Auto Plaza Drive, from Auto Plaza Way to a point 140 feet south of Auto Plaza Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the NO PARKING zone on the east side of Auto Plaza Drive, from Auto Plaza Way to a point 140 feet south of Auto Plaza Way.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

7. Termination of 90-Day Trial: Remove the NO PARKING zone on the east side of Auto Plaza Drive, from a point 215 feet south of Auto Plaza Way to a point 303 feet south of Auto Plaza Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the NO PARKING zone on the east side of Auto Plaza Drive, from a point 215 feet south of Auto Plaza Way to a point 303 feet south of Auto Plaza Way.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

8. Termination of 90-Day Trial: Remove the NO PARKING zone on the east side of Auto Plaza Drive, from a point 483 feet south of Auto Plaza Way to a point 584 feet south of Auto Plaza Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the NO PARKING zone on the east side of Auto Plaza Drive, from a point 483 feet south of Auto Plaza Way to a point 584 feet south of Auto Plaza Way.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

9. Termination of 90-Day Trial: Remove the NO PARKING zone on the west side of Auto Plaza Drive, from a point 200 feet south of Auto Plaza Way to a point 275 feet south of Auto Plaza Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the NO PARKING zone on the west side of Auto Plaza Drive, from a point 200 south of Auto plaza Way to a point 275 feet south of Auto plaza Way.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

10. Termination of 90-Day Trial: Remove the NO PARKING zone on the west side of Auto Plaza Drive, from a point 440 feet south of Auto Plaza Way to a point 515 feet south of Auto Plaza Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the NO PARKING zone on the west side of Auto Plaza Drive, from a point 440 feet south of Auto Plaza Way to a point 515 feet south of Auto Plaza Way.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

11. Termination of 90-Day Trial: Remove the NO PARKING zone on the east side of Donald Driver Way from a point 290 feet north of Dousman Street to its north terminus.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the NO PARKING zone on the east side of Donald Driver Way from point 290 feet north of Dousman Street to its north terminus.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

12. Termination of 90-Day Trial: Remove the NO PARKING zone on the west side of Donald Driver Way from a point 310 feet north of Dousman Street to its north terminus.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the NO PARKING zone on the west side of Donald Driver Way from a point 310 feet north Dousman Street to its north terminus.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

13. Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Kellogg Street from Broadway to Donald Driver Way

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a NO PARKING zone on both sides of Kellogg Street from Broadway to Donald Driver Way, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

14. Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Kellogg Street from Broadway to Donald Driver Way

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a NO PARKING zone on both sides of Kellogg Street from Broadway to Donald Driver Way, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

15. Termination of 90-Day Trial: Establish a NO PARKING zone on the east side of Donald Driver Way from a point 290 feet north of Dousman Street to a point 285 feet north of Kellogg Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a NO PARKING zone on the east side of Donald Driver Way from a point 290 feet north of Dousman Street to a point 285 feet north of Kellogg Street, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

16. Termination of 90-Day Trial: Establish a NO PARKING zone on the west side of Donald Driver Way from a point 310 feet north of Dousman Street to a point 285 feet north of Kellogg Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a NO PARKING zone on the west side of Donald Driver Way from a point 310 feet north of Dousman Street to point 285 feet north of Kellogg Street, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

17. Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Donald Driver Way from a point 370 feet south of Bond Street to Bond Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a NO PARKING zone on both sides of Donald Driver Way from a point 370 feet south of Bond Street to Bond, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

18. Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Bond Street from a point 70 feet west of Donald Driver Way to Donald Driver Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a NO PARKING zone on both sides of Bond Street from a point 70 feet west of Donald Driver Way to Donald Driver Way, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

19. Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Bond Street from Broadway to a point 70 feet east of Broadway.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a NO PARKING zone on both sides of Bond Street from Broadway to point 70 feet east of Broadway, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

20. Termination of 90-Day Trial: Establish a NO PARKING 30-MINUTE LOADING zone on the north side of Bond Street from a point 70 feet west of Donald Driver Way to a point 140 feet west of Donald Driver Way.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a NO PARKING zone on the north side of Bond Street from point 70 feet west of Donald Driver Way to a point 140 feet west of Donald Driver Way, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

21. Termination of 90-Day Trial: Establish a 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the north side of Bond Street from a point 70 feet east of Broadway to a point 350 feet east of Broadway.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the north side of Bond Street from a point 70 feet east of Broadway to a point 350 feet east of Broadway, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

22. Termination of 90-Day Trial: Establish a 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the south side of Bond Street from a point 70 feet east of Broadway to a point 420 feet east of Broadway.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the south side of Bond Street from a point 70 feet east of Broadway to a point 420 feet east of Broadway, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

F. INFORMATIONAL.

I. Next meeting: Monday, August 16, 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 Matt Kuepers to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Matt Kuepers, Mike Sobieck, Melissa Flucke, Kasha Huntowski

No- None, Abstain- None.

Motion carried.

I. VERBATIM MINUTES

- Hello, everyone. Good evening.

- Hello? After the late startup, a couple of technical difficulties here at the onset.

- Can you hear me, Dave?

- I can.

- Okay. Alright. I had a little trouble getting in. I don't know if that was everybody getting in or?

- No we have the meeting wasn't started until I think 5:32 so. So when everyone else we're probably trying to get in and more able to, but that's all resolved now.

- Okay. Alright. Are you ready to start then? Do you think?

- Let's see how many we have here. 1, 2, 3, 4, 5. So right now I'm seeing Greg, Mike, Melissa, Kesha and I'm not sure if you know Matt, but I was contacted by Dan Theano stating he had a conflict and was curious if we were going to have a quorum. I said, I think we will have a quorum if you cannot make it. So I, in essence excused him. So I'm just passing it along.

- Okay.

- But we should have everyone here it looks like.

- Alright. So somebody dialing in there, I see a number of phone. Somebody dial in ending 4640? Is that you see that Dave is that?

- You see it? They do not know who that is. If you wouldn't mind identifying yourself? I see the new design. You can hear this at 9206394640. If you don't mind unmuting and identifying yourself, please. Yeah, I dunno if that's Dan or not. I don't think so.

- I'm not sure what his number is.

- But regardless we can before the meeting, I would think Matt.

- Okay. Alright. Let's call to order the meeting of the Green Bay Traffic Bicycle and Pedestrian Commission meeting for Monday, July 19th, 2021. Move down to item B roll. I'll call, do call each member or commissioner his name. If you want to just say you're on please. Chairperson keepers is here. Vice chairman Dan Theno is not here. So let's skip over his name. Alder Stevens.

- Here.

- Okay, Lieutenant Sobieck.

- [Mike] Here.

- Okay.

- Melissa flucke.

- Here.

- Okay. And Kasha Huntowski.

- [Kasha] Here.

- Okay. Good. Welcome to Melissa and Kasha for your first meeting in the Green Bay traffic in a bicycle pedestrian commission meeting. So we appreciate you stepping forward and joining our commission. So thank you from the chairman there. And maybe we'll just take a moment here. I don't know if we got anybody else waiting to speak tonight, Dave or not, but Moss I'll start with your name and your first and my list. And just want to give us a little bio about yourself, a little short, you know, five to 10 seconds, a little bit about yourself, not your too in depth there or whatever. So just so we know who you are. So go ahead and know when you're ready there.

- Sounds good. I'm Melissa flucke. I grew up in and now obviously live in Green Bay. I'm a school psychologist and east of here, and I've worked there for six years.

- Okay, great. Thank you for sharing Melissa. Kasha, if you wanna just give a short bio on yourself, please.

- Excellent. Hi, I'm Kasha Huntowski and I'm the executive director of the Naval Public Museum Foundation. And I am born and raised in Green Bay, moved away and came back and just really excited about some of the stuff, not necessarily the traffic and the parking, but the biking and the restroom so.

- Okay, well, great. Hey, welcome to both Erie and thank you for taking the challenge of joining the commission. So appreciate that we were short a couple of members, commissioners so it's good to be almost in full force here. So thank you. And I don't know how much Dave has shared. We typically vote on each of the items and we'll call on you if you will, you can either make the motion or a second motion. You kind of follow along as we dive into the meeting here tonight so, but any questions either be, please ask and once again, thank you. So let's move on to item C then approval of the agenda. I think--

- Motion to approve.

- Motion made by Alder Stevens. Do I hear a second.

- [Mike] I second it.

- Okay. Motion made and second, so do I all in favor?

- [All] Aye.

- Motion approved. Let's move on to initial request number one. No, I'm sorry. We've got to go back and approval of the minutes from the previous meeting date. So all good there?

- Correct. We need another motion.

- Okay.

- [Stevens] Motion to approve.

- Motion been made, do I hear a second? All in favor?

- [Mike] Aye.

- Okay. Let's move on. Then motion approved. Initial request consideration was possible action on the crossbar alderman Galvin to install crosswalk buttons at the intersection of poor Lear street and Monroe avenue for pedestrians crossing Parlier Street.

- Did you want me to go first on this? Actually I think the 46/40 number might be Bill Galvin.

- Then Alder Galvin.
- It does look familiar. Might be him. So I dunno if potentially you want him to speak first on the item.
- Alder Galvin can you hear us? If you're on the meeting tonight?
- If you are, unmute yourself, please.
- You don't have a text or far way to email them. Do you day by chance or mute? If that's him.
- I'm gonna check real quick in my context know I haven't been here, so.
- We need to inform Bill how to shop on a cell phone.
- It looks like we just dropped them and I just confirmed that that was him.
- Okay. Is he going to come back on or a virtual meeting or call back or what do you think or do you wanna go ahead Dave and see if he comes back?
- Well, since we're already on the item and he's offered the meeting, I could just move forward with what I have prepared on the item. And I would presume by that time, then he may be coming back on. I'll just alert Beth and Casey to deliver him, to rejoin the meeting and to accept his invitation.
- Alder Galvin will be joining us momentarily.
- Wonderful. Do you like me to proceed them there?
- Yes, please.
- Okay. So many of you are familiar with the intersection of Monroe avenue and Parlier street, to signalized intersection. It's two blocks north of all the Leopold school and Monroe avenue turns in Riverside. And as you know now with the Mason street bridge down that 172 is getting one more traffic. And I think that spent a little bit busier route, at least in the interim. It has been, but anyway, looking at the signal and its operations, it currently has some pedestrian detection at the intersection. So there is, or there are buttons I should say, at the intersection to cross Monroe, which is the larger two streets. There are no buttons to cross for earlier street, but that is somewhat by design that maybe asking them well, how is that beneficial? Well, when we have a location, a signalized intersection that does not have pedestrian buttons yet has pedestrian accommodations and the countdown timers and all the other signal pertinent that go on with that, we do build in the appropriate amount of time or pedestrians across. As a matter of fact, in this case, we have more time than actually what I when I looked into what our calculated timings should be out there for a walk and flashing don't walk, we actually have additional time. And that pre predominantly is probably because it's near school and there are children that cross at that location during school year. So that being said with the movement across Parlier street, we have a five second walk time and a 15 second flashing don't walk time. And like I said, that's, more time than what would be actually required if you did the calculation. And it comes up every phase. And as a matter of fact, under a higher amounts of traffic, because the vehicles can actually extend that amount of time as well. So there could be

between 36 and 73 seconds actually of time that would be allocated to Monroe avenue. So as you can tell, those two numbers certainly are higher than what we would have for the program time for the pedestrians. So that being said, there should be ample enough time to cross on each cycle of that traffic signal. So that's really about all I have on that. I don't know if we necessarily need to have the buttons there because the pedestrians are accommodated at their cycle. So and I do see that Bill has joined us and I think I just heard him say hello. So I'm done with what I heard Alder Matt.

- Yeah, go ahead alder Galvin.

- Okay. Let, let me first say that this is how we were going back to in-person meetings and because I'm having problems with wifi in my home currently, and I'm trying do this on my phone and it's, I'm finding it frustrating, but Dave great explanation, but from an injury and point, that's great, but this is the problem that I'm getting from the neighbors in the area is that this is not about timing or anything else like that. It's about a lack of enforcement and motorist not a yielding to pedestrians in the crosswalk. I've had several neighbors tell me I've experienced that they either personally had, or that they personally observed where they couldn't cross because people continue to drive through the intersection, making right-hand turns and or they watch where children, unaccompanied children were unable to cross because they were afraid because cars kept turning right on red and going through the intersection. So, I mean, we can give them all the time in the world, but if no, one's obeying the law, it makes it impossible for them to cross the street. And they thought maybe if there was a flashing signal for pedestrians or not pedestrians, the motorist might notice that a little bit more. And like we've talked before. And I think alder Bernet will be discussing this later on tonight, there was a clamor from the alders and from our constituents that we get more traffic enforcement from our police department. I know they are having troubles with staffing in that, but we need to find a way to get more out of them when it comes to enforcing the traffic laws. Thank you.

- Okay. Thank you alder Galvin. Lieutenant do you have any comments maybe on what may be happening there? You know what I'm hearing is no police departments busy is there there's a traffic team? Can we get them out there in this area?

- The enforcement part's hard because we have four traffic officers for the entire city of Green Bay and we get traffic complaints all over the entire city. So we try to prioritize and put them where certain complaints are coming in, but it's hard to hit every single one because there's so many, that's, it's just the, you know, it would be good to have six or eight traffic officers. I think that could really improve the traffic situation in Green Bay, but unfortunately we don't have the staffing to do that. So we have four officers on the traffic enforcement unit. It's just, you know, where the biggest problems that we have, that they can spread out to best utilize the resources. Lieutenant Walter.

- Could I make a comment about the lieutenant's statement?

- Sure.

- We have 180 sworn, maybe 175 sworn officers. Every one of those officers has the responsibility and the ability to make traffic stops. Every one of them, not you it's for traffic officers. And my concern is that we're just waiting for the traffic officers to do traffic enforcement. We'll never solve this problem. I think there has to be a concerted effort for all officers in uniform, in squad cars to take the time to make traffic stops when they see them happening or when they have the time to set up and do it. I mean, we asked, we talked to chief Smith over a year ago about this, and I had the

department run the numbers and we have some officers that don't even make one traffic stop a month. And chief Smith said that was gonna be addressed. I don't know if it has been because we ran into the whole COVID thing, but it's a concern. And, and it has to be a department wide effort, just like it has to be a city-wide effort to educate and get some enforcement going with these complaints that the alders are building from their constituents.

- I have a question too.

- Go ahead.

- Well that Officer like Lieutenant, sorry. So I know that when chief Smith was in on board. In the evening, it seemed like they always picked one of the officers to do traffic. Are they still continuing to do that in the evenings?

- As staffing allows, they do. I know they do on night shift. I have not seen that on evenings because the evening shift was reduced after doing this, does it, as they have staffing update shift is extremely low. So they haven't been doing it on day shift but we have been putting officers on special enforcements just for traffic on top of the traffic unit.

- You know, this whole pedestrian thing is an issue. But another thing that's an issue is we call them red light runners and that's happening quite a lot in our city as well. And I've seen it on numerous times that we have an officer sitting at a stop light, hard runs that red light that officer's doing nothing. So, you know, that's another thing that needs to be addressed as well. So I'm thinking as alders, we have to come together and come up with some plan, like all their Gilman is stating.

- Would it make sense for the elders set up a meeting with the chief to express your concerns? If you're hearing, it sounds like several constituents in your old or in your neighborhoods or whatever. I you know, I'm not sure as a committee, what the traffic commissioner to do. I mean, Dave is kind of gone over the engineering part of it. Now it gets down to enforcement and, you know, I think the lieutenant's hearing it, but I'm not sure what else, how else we can address it from the traffic commission. Dave, do you have any other thoughts and how we can address it? I mean, it sounds like you've taken care of the engineering part of it. I don't, I'm not sure what else, where they go with it.

- Dave you're muted.

- Sorry. I forgot. Anyway, just responding to one thing, alderman Galvin had stated, relative to, I know you were saying that some of the people wanna see, you know, the lights flashing or walk and don't walk and so forth. And that's part of the request for the buttons is so that they can see that. I can assure you that those pedestrian indications are there. They do exist. It's just that they're Sam's buttons just for the cost of, but like I said, it's almost like the buttons being pushed every cycle and every phase. So I think that actually probably makes it a little bit more safe than less safe for them. You know, I don't know if this is a matter of, you know, they're not just seeing the walk and flashing don't walk. I'm not certain if it's the newer style, the 16 inch countdown type versus the separate displays of the nine inch walk and flashing don't walk without the countdown, that I am not aware of. But at least when it comes down and do a quote unquote flashing light, the flashing don't walk does exist on all approaches at that intersection. So I just wanted to clarify that. And then number two, you know, we have, we've all talked about the three E's I mean, I'm sure there may be some people that are new to this concept. I know we, you know, we have two new commissioners and although I

know that they definitely aren't some circles with some people that probably have heard this before, but the three E's of engineering, education and enforcement and there's others as out there to the five years, et cetera. But the core that I think that we can handle here at the city are those through ease and yeah, we all need to work together on all of these things when it comes down to it. And, you know, I can tell you that over the years as the traffic enforcement unit has, as you know, been decreased in numbers, the reasons why, I don't know, I just know that when I started 15 years ago, it, there was probably a good eight plus of them. And it was a difference, but, you know, times are different back then than they are now. I think we definitely have a lot more, I would say multi-facets when it comes down to traffic now. I mean, I think there was probably more of a focus on back many years ago, but that's not no longer the case, as we all know. I mean, all road users are involved in this whole scenario and we all just have to work together. I am looking at trying to tackle this problem because at the end of the day, this all becomes a mode because everything I heard the alder say today, relative to people almost getting hit and crosswalks, you know, people taking right while they're in the crosswalk, these are all decisions that are being made that they're intentionally going in front of the seats, these people and, and breaking the law. And I get it. Some of them may be doing it and not seeing them. I don't think that that's a majority of the case, the violations, I think that I've been seeing president. And you had mentioned Matt as well about red light running, or was it alder Craig Stevens? You know, these are intentional things that we're starting to see motorists do. And as an engineer, I know it certainly frustrates me because it makes my job more difficult to try solving this. So this is really something that I think we do need to come together on. And potentially, I think that the traffic commission can help.

- I have a quick question on this one, 'cause I live right over here. And when I saw this up here, I was like, "Well, there already are buttons." So like, I know there's already buttons. So I thought you were maybe talking about like the flashing ones with the signs for pedestrians that are a few blocks up, like over by Lindeman's. Like, if you go further up the street, have you seen David or anyone, are those actually helping or being utilized a lot for the additional lights? Not just the crosswalk buttons themselves. 'Cause I see people almost get hit and tons of kids walking all the time, even with those buttons. So would a solution like up the street be better? I don't know.

- Well, I think the site has been before the traffic commission, several times that area of the crosswalk, especially during the school hours when it has been a concern more than in a few years. So it's a recurring theme there. Like part of it is speed coming in from the, from the south going faster than they should. It's just inside the city limits. So they don't slow down. And that's an issue that been talked about more than a few times. I don't know what the magical answer is. I wish there was one that would come up with as a commission because safety is utmost concern throughout the city. And I think, you know, we hear points all over the city of Green Bay. We have speakers, we have people doing all the things that were mentioned. It's just not, not at Parlier and Monroe street, it's just throughout the city. And it's like, Dave said, we need to get, you know, the three E's best we can and how we accomplish that. I'm not totally sure because it's, like I said, it's reoccur I think I wish there was something magical to slow people down and have people pay attention because nobody wants to get, see anybody injured or any, any type of situation like that. But how you do it. I don't know. I mean, as often as an attendant said, I mean, there's only so many officers to go around and almost we're gonna have a mass hiring of officers. I don't know that that's.

- We had speed boards up recently for several weeks on Monroe near Parlier. I think it was just south Parlier. I think it was two weeks northbound at two weeks southbound. So they're up there for

about a month and I'll have to look at the data to see what the speeds were for those, but we recently just had those up.

- I have one thing add if that's okay.

- Yes, go ahead. And kind of in regards to the education piece of it, the yield to your neighbor campaign that's going on is I think that's what it's called. I see Kasha smiling. I know my parents gave me a t-shirt at one point and that's a new thing that's going on. I mean, is that something that's happening in connection to the commission or is that completely something different that might address that education piece that you guys are talking about?

- Dave, are you aware of anything? I'm not myself, a Dave viewer that.

- You're muted Dave, muted it, I think it's wello. That's what I was wondering.

- Okay. I've not heard of it, but it sounds like a great thing. Like I said, the more education that's out there, more chance to message can get out. Dave, are you un-muted yet? Or.

- Can you hear me now?

- Yeah.

- Okay. I'm just gonna leave this thing actually. Yes. I'm well aware of what Wello is doing. As a matter of fact, I sit on that same committee as father. And so yes, it's a great program family program. And that's definitely one of the things that, you know, my presence as an engineer, I do participate in those meetings and you know, I feel that myself, as well as Melissa's father and mother, Tracy's been very active as well in that are instrumental in getting these things to happen, you know? And I've even done the public with PSA campaigns that had the media contact with them at least last year on their, on their effort. So, I mean, these are opportunities that, you know, I look at myself as an engineer, but yes, I also look at myself as being part of the educational component.

- Lieutenant has a traffic unit been out at this location recently that you know of? Or can you, she had a mouth too, I guess I know there's you know--

- I can have them go out there, but it's, I can't guarantee you that I'm gonna have a lot of coverage at that one location. I can't have officer a different enforcement do pedestrian safety because we do have some enforcements for pedestrian safety specifically that, which I can have that off an officer at that location for extended period of time up to four hours. But that would be next week. I can't remember the date, but I think it's next Thursday. There's one, four to 8:00 PM.

- That's what I was gonna ask alder Galvin is there a better time, Is there a certain time that would be more prone that would you get more bang for a buck to have the officer out there alder Galvin?

- Yeah, no. I mean, from what I'm hearing and this is, and I've experienced myself and like the new board member was stating she lives by there. She seems several incidents. Yeah. I'm not trying to dump on the police department, but it's we need more enforcement all the time, everywhere in Green Bay. And every time an officer has 20 minutes of spare time, they should know when there's zones. 'Cause they all work the same districts usually. They know where the complaints are. They

know they know where a lot of the bad actors are taking place. They should take the time to set up. And even me, I'm not asking for tickets, I'm just asking for stops education. A stop is a chance for education. It's a chance for other motors to see that the police are pulling people over. And it makes them a lot more aware. I mean, I was recently in Washington DC this year and they've got state statutes that allow them to use traffic cameras for lights and speeding. And I was amazed at how many people were following the speed limit, stopping for red lights. I mean, yeah, I did see a few bad actors, but in a community of 700,000, I mean, I've been down in Milwaukee and seeing 10 times worse drivers and incidents in Milwaukee, you know, and I know the PD can't get cameras up in that kind of stuff, but we just need to start having a better understanding within the police department that what people are asking for is traffic enforcement. I mean, we expect a lot of the officers, but what the people are asking for is traffic enforcement. I don't have anyone asking me about drug dealers. I don't have anyone asking me about gangs or any of that other stuff. What they're asking for is that their community be made safer through some traffic enforcement. And that we start changing the attitude of the bad drivers in this community to make it safe for everyone.

- Yeah. I don't think that's a change in operation. I think one of the longest complaints from citizens is traffic. You know, they don't complain about some of the other stuff nearly as much as they do traffic. So I agree 100% there should be more traffic enforcement and you know, the officers should be doing traffic. And one of the things that we are going to is more moving radars. Some of our units as of a year ago, we only had three squad cars that had radar and that officers could use when the car is moving. The other units were so old. They didn't have that technology. We since have increased the number of moving radar units and officers are asking for more so as they're driving, they can see how fast other drivers are going. And I'm going to try to put in our next budget to outfit all the new squad cars that get built with moving radar to it, help combat speeding problem throughout the city. So that is what we are trying to do. Some things that make enforcement easier, 'cause it's hard to judge how fast somebody's driving while you're driving. Without that equipment it's out there, it's just expensive. And you have to set aside money to put towards that, to make it safer for everybody and make enforcement easier for the officers.

- And I'll tell you too. I mean, you all know I was on the job for 34 years and it's been a few years since I, but when we had a different attitude about traffic enforcement and there was a lot of it that was done by officers, not by necessarily traffic enforcement officers, because that's the way they were trained was to be aware of traffic and to take advantage of spare time, to do traffic enforcement. And I think that's kind of fallen by the wayside as they've gotten involved in other issues in our community, but maybe this is something the commission could make a recommendation to the police department is to find a funding for the city of the fall. The other thing would be plate readers, plate readers are loaded onto a squad car. They scan the plates of vehicles going by that squad car and they run it instant computer check on it. It's a good way to find bad drivers, revoked drivers, suspended drivers, drivers with warrants. And you usually find those type of people with warrants are the ones the same ones that are a lot of times I found out through personal experience are the ones that are committing some of our more egregious traffic violations. So, you know what I mean? Yeah. It's kind of useless for the community to say, yeah, we're demanding more traffic shops out of the police officers, but maybe the committee could make a recommendation that the city look at funding, some of these different electronic tools that we could have at our fingertips that use to better allow the officers to be more efficient with their traffic enforcement.

- Yeah, alder Galvin I don't think it was, that's a good thing for the commission. That's just a comment I would have here. I mean, you, as an alder and alder Stevens, I mean, you carry more weight

probably once a commission does. I mean, is this an issue you have addressed with the chief or the mayor? What's your hearing? I mean, you guys got more power than probably what we do, but is it something that all of us can come together and draft something or, I mean, we can do it too as a commission. I don't have any problem pushing that, but what about the elders? You know, coming up with something to push the chief and the mayor that this is becoming more of an issue in the city.

- We certainly could do that. And like I said, you know, we did meet with Anthony. He was trying to get something going, but like I said, COVID hit and it destroyed everyone's plans for everything for the last year and a half. So maybe with the new chief or what's the current acting chief, we could sit down and get any interest at all to meet with him or, or with a mayor and him together. That's certainly something we could look and try and arrange. But I think also if the committee were to make a recommendation, you know, if you, the committees, you know, the citizens of our community also feel something that ought to be expressed our recommendation from you doesn't hurt. 'Cause then it goes to council and it can be discussed at council also.

- Yeah, absolutely. I think the more avenues we attack it, the better chance we're gonna get, you know, hopefully some help with the issue that's in the city here. So anybody else got any other comments on this item? Or let's come up with a motion or I guess to move this media along.

- Can I interject Matt? It seems like a lot of the discussion is actually starting to gravitate a little bit more in the likings of item E4, at least that's kinda what I'm getting at. I'm just wondering if we should really hone in on this particular item regarding Monroe or earlier, make a motion. And then if there's other discussion that needs to take place, it kind of sounds like it's these two items that are kind of blurring together. So I'm not sure if there's anything that, that the Alder specifically wants to see on this particular item. You know, I've explained the engineering part of it. One thing I know Kasha you had mentioned, and, and I didn't get a chance yet to respond was you were asking about flashing lights, like you had seen at other locations, or maybe south of that location. I believe that's the one that's right by Marina court. That is what we call a rectangular rapid flashing beacon or RRSB unit. Those are installed at uncontrolled locations as they're called. So in essence, there will be pedestrian crosswalk that will already be designated. And those RFFB lights are simply there for, or the thing about the RFB is that it historically has been getting a lot of positive compliance out of the motorists, which is, I think why it's gained in such popular, which is a good thing. Now to use a device like that at a signalized intersection is actually that doesn't really go with engineering practice for the simple reason of you're trying to apply a fixed to an issue at a control in, or some controlled intersection. So there there's two distinct uses for them, but I guess, you know, are there, I guess, really what I'm hearing is there a way to make it more conspicuous? How can we make it more conspicuous, at least from an engineering perspective within our toolbox at this particular location? You know, I would probably have to, if I've taught my head say that like a continental style tech crosswalk typically has a little bit more of a level of contrast between the pavement. Now, I'm not really sure that, you know, I don't wanna make a recommendation for something that I'm gonna think is not really the core of the issue. I don't think the core of the issue is that people don't know that there's crosswalk there. I think it's just a matter of compliance and maybe that's just me. Maybe that's just been my observations or what I've seen there, but I think people have seen pedestrians cross or especially, you know, and I drive through that to see pedestrians there. I know they cross there. I'm not, you know, I honestly think that there's a that's the issue that's happening here now? How do, how do we make them more conspicuous? The only thing I could think of on this one would be to upgrade if they're not already two 16 inch displays, the 16 inch displays are a little bit larger, the flashing component to it with a number. Obviously it gets a, I think grabs people's attention a little bit more. I certainly can investigate

the option of doing that at this location. It can, I mean, anything's possible depending on the budget, but, you know, if we can do a quick fix on this and look at the signal and just say, "Hey, you know, if I, "if I've got the ability within my budget to swap it out, "I've got no problem with doing that." If indeed the commission thinks that that would potentially improve the situation.

- Well, I think any angles we're gonna attack it from David's a good thing from would be my take on it. So I'm thinking, do you have some engineering things you might wanna add to this motion, Dave, and then maybe can we draft in the commission, meaning you as the engineer or somehow draft something to the mayor's office that, you know, what we're hearing tonight from the alders. And I mean, is there some way that commission can reach out and move this thing along with, from what you.

- Yes. Yes. Again, like I said, I think I'm hearing two discussions taking place, and I think that item E4 is probably the better one to address the overall, you know, like you were talking to it, there's a potential meeting between alders and mayor, et cetera. I think that isn't really as pertinent to this one, unless all the Galvin disagrees with it as a requester, but I would make a recommendation at staff level that you can refer this to staff or study and I can come back. I can work with my staff and determine what the cost would be to upgrade if need be. And again, I don't have that information in front of me. I just know that we have pedestrian accommodations at the location, but if we do not have the countdowns, if I can retrofit them in. So I'll make that recommendation to the traffic commission, at least from an engineering perspective on this item. And I'll also, which doesn't have to be part of the motion. Just make a recommendation that I think that we continue the discussions at night before that's were started under this one.

- Alright. So maybe other Craig Stevens, maybe you, since you're the veteran here, maybe you can make that, make that motion as Dave just said, please.

- I'll make a motion that we refer this to staff for further investigation.

- Alright. Then we're gonna move the rest of it's item four of the day. Is that correct?

- Correct.

- Okay. Alright. Okay. So we have a motion on item, one, refer to staff. So it's been motion made. Do I hear a second?

- I sure second.

- Okay Kasha's second. And so all in favor.

- [All] Aye.

- Okay. Item one is complete. Let's move on to item two then. Initial request consideration of possible action request where Lynn camps to establish a loading zone on the west side of beacon lane from Capitol drive to a point 75 feet north of Capitol Gemma, I assume is what, what you mean there Dave 75 north.

- Right. It, I'm not sure if you looked at the agenda packet, but I did have a map that was enclosed as part of this item. And it really shows the area that the requester is looking at for this. But I'll give you a little background. I did provide some in the agenda packet, but for all, all listeners tonight that there is a new, newer business, it's a clinic. And it's noted on the map on that Northeast corner. And the, I'm guessing that the instructions that are taking place are that employees are asked to park on the street to free up spots in the lot. I'm just basing that off of the multiple clinics I've seen over the number of years, then it just, it kind of seems to be the practice. So I'm gonna guess that that's what happened here. And I guess the issue is further compounded because they recently went through a parking lot project. I think it was just a serum project on it, but then they also had a pot in the street that they had some items in. It's no longer there, but in other words, they were having some, some upgrades done on their property. And I think that's somewhat exaggerated this to the level of gap too. I did have a conversation with the requester. Who's noted when camp, so she runs a business called bring it errands. So they do all sorts of deliveries and they've actually expanded quite a bit to like medical deliveries and things like that. So they, they do quite a bit of work and that their area that they load is actually at the east facing side of that building that's noted on with a white roof on it. And so you can see that character-wise, that goes there. That goes right to the door, that they take deliveries and have deliveries leave. So they were simply just asking that that area be available to them rather than, you know, the dangerous situation that's somewhat taking place. Now that forces them to double park there, you know, which I don't think anyone really wants is that blacks wanting to travel. So in this case, I really asked her, I said, you know, how can we kind of come to a good medium here, because I'm sure that you know, that this other business, which seems to be thriving, you know, they still need some spots and they want to be able to do delivery. So I said, "Would it be a happy, compromise "to have a 15 minute loading zone "for just the times that you need it?" She said that would be wonderful. So they really just need this Monday through Friday eight to noon in this area. Yeah, that would be my recommendation at this point in time that on a 90 day trial to establish the annual parking 15 minute loading only Monday through Friday 8:00 AM to 12:00 PM zone west side of beacon lane from Capitol drive to a point 75 feet north of Capitol drive.

- Okay. Thank you, Dave. Do I hear a motion?

- [Galvin] I'll motion that.

- Okay. Motion made. Do I hear a second?

- [Stevens] I second.

- Motion made second all in favor?

- [All] Aye.

- Okay, motion carries. Three initial requests consideration with possible action requests to convert the signalized intersection of Taylor street in Dallas from the street to a three-way stop condition. Dave, go ahead when you're--

- Yes. As noted in the background, the agenda packet, this intersection actually is on a border with the village of Howard. So the west half of Taylor street is Howard. The east half of the city of Green Bay. This signal is made recall from years ago. It actually used to when Donnelson street connected to 41, it was a much busier intersection. 41 happened and was completed in 2016. So for the last five

years, this signal has been in existence. I know that we've accommodated some of the change of traffic patterns that we've seen out there. And the old Porter had contacted me just saying, you know, we set problems at this intersection. You there, it was kind of a generic statement, but this is kinda an initiative, really refreshing everyone's memory except for Kasha and Melissa, because we just started got done with some, a detailed and deep dive on the Belson gray intersection and how long that now from a signal to an always stopped condition. And we saw the problems that were happening at that location. I will say it again, or did some of the might be the first time, but traffic signals not the panacea for all traffic solutions. It just simply as another tool in the toolbox and it can come with its own issues as well. And, you know, we really should be right-sizing intersections. And if indeed, this infant change in the last five years, if indeed the signal is not warranted at it, perhaps maybe, and always stop, maybe the better solution. So any intersection traffic control must have an engineering study to support it. With that said, I'm making a recommendation to the commission that decide to be referred to staff or study.

- Okay. Do I hear a motion to refer to staff for study.

- Motion to refer to staff or study?

- I second it.

- Motion made and second all in favor.

- [All] Aye.

- Motion carries. For initial request, consideration was possible action on requests to improve traffic conditions and enforcement of violations on city streets. Do I see alder Burnett? And I see all of them, Annette with us tonight and thank you for your request. And were you listening to our item one? So you kind of got a flavor for where we're going, so yeah, just. Start out.

- Yeah. Thank you, chairman. And thank you to Mr. Hansen, that his thoughts were my thoughts, as well as that a lot of what you were discussing would have probably been more appropriate on this agenda item, which kind of is okay to me because now we can have the proper preface, this discussion. I wanna welcome the two new commissioners. Thank you for your service to the city. Your work is appreciated as well as all the other commissioners here. I have a gentlemen from the community that would like to speak. So before I, after I make my comments, Mr. Chairman, if you could entertain a motion to allow him to speak, I would appreciate it.

- Certainly. Give us your comments all done, then we'll spin the meeting.

- Yeah. Thank you. And now I've been on the council for, you know, give or take little over five years between my two different districts I represented and traffic then as also the traffic now has been the number one complaint that I have received it's in my opinion, gotten worse and that's not to discredit or this, you know, early of our police department. I think overall, it seems like from what I've seen in my own eyes and for what I have talked to people about as general disregard for pedestrians, for bicyclists, a lot of speeding, a lot of ignoring traffic signs. And so I've witnessed that people I've spoken to a witness that Mr. Parents has witnessed that. And we have kind of been at this, you know, different times in our city's history, but yet the problems persist and dare I say, have gotten worse. And so having children in my neighborhood and neighborhood without sidewalks and seeing children

all throughout the city, playing in neighborhoods, near traffic, it it's very concerning. And I think that we need to push a little harder to find what the solution is, and then dedicating the proper resources to fix the problem, or at the very least make it better. So that people feel like traffic is under control in the city, the best that it can be. And so again, I say that with no animosity towards the police department, towards our traffic engineer, towards anyone really, but as a community, we need to find a better way to address this. And I was very happy to hear the conversation that you have already had as part of this meeting. And I really would love to hear the traffic commission's thoughts on this. And I would ask you to assist us in attacking this from many different angles and for many different voices. So those are my comments. Thank you, chairman.

- Okay. Thank you all over Burnett. Let's just spend a rules and for interests, interested parties to speak. Then if we can--

- I'll Make a motion to suspend the rules and open the floor.

- Okay. Do I hear a second to, okay. Kasha's second that. So let's go ahead and we'll entertain, interested parties to speak. So Mr. Parents looks like you're ready to go there and you know, a couple of three minutes, give us some input if you would please. So probably we need Dave, do we need name and address or do you.

- Yeah fine. No problem. Can you hear me?

- Yes.

- Okay. Very good. Richard Parents. I'm at 1402 Kellogg street, local Raceway. Anyway, safety is job one for the community. There's no doubt about it. And our police officers are taken up with much more in the way of violent crimes and other things currently. So we may have to look to get some increased enforcement through other means, and then you utilize them as was spoken by alderman Galvin about going back to enforcing while they're on the beat. Technology seems to be a good start. There are much more sophisticated message boards than we have that can not only give the speed, but also remind them what the fines are. And in that respect, maybe we got to look at increasing the fines. So it really hurts and it hurts them in their pocketbook and it hurts them in their insurance when they refuse. And it seems like that seems to be easy. The, that many of our drivers, they just don't give a darn they'll drive the way they want to at the speed they want to. And the heck with the rest of us, it's really a shame, but that seems to be the ongoing attitude. So increased fines, the moving radar, I had not known about that. And I did some research into signboards and other technologies or engineering that cities have taken. Some of them just don't work. Speed bumps, I've, you know, approach those. But I don't think that's really the answer for especially the more traveled streets. So there are some better radar sign boards that we may look into. How did it change the attitude of people? I think the mayor and the council really have job one here to get out get with the media and do it on an ongoing basis. Not one little, you know, 62nd shot with some cop reporter on the news, and then it's forgotten. We need to get out and make this a real program that the city, I know the people get behind it. I've looked on next door. There are 60, 70 people they're just fed up with the way our streets are being abused. I witnessed minimum one red stop sign run a day. When I'm out there in our home, I know some of the cars are traveling easily, 15 miles an hour over the speed limit. And it's usually at certain times of the day. So enforcement might be helpful if we sort of asked the community, what are the times a day that we see that the greatest amount of abuses. And I know for myself, it's usually in the afternoon and people are racing to get home and pop a cold one.

So, I mean, that's just seems to be the way people are approaching it. Are they just not thinking that, you know, it matters how fast they go and their cars are much more capable of going faster and spinning the corners more readily today. I witnessed two red lights just going down, down to Broadway and back from our home, which is about two miles, two red light runnings, somebody drifting across and not even signaling or doing anything. It just seems that there's a lack of education. And the way we get around it is go with a real concerted program. And the mayor and the council have job one here, because this is the biggest complaint in the city I've talked to and listened to any of the older all there's. And it seems to be the number one complaint. And then I would imagine that alderman Burnett and Galvin would agree. And Mr. Hanson, I'm sure he's heard it more than often. And so the technology can help and we can start to make more awareness that you're going to get nailed either by a photo technology, you're gonna get a fine and it's gonna, you know, affect you. And after so many fines, your license will be taken away if you don't want her enforcement is the only real answer in the long run. So the technology is only a way to move towards getting that kind of enforcement that people understand will be coming their way. So I have great respect for our city police, but I, they can't put a time and I did ask for someone to come and observe, but he went on to the wrong street. And so that was a blown opportunity where, where is, and I have one other quick idea, and then I'll let it go. We have a parking staff that could be armed with radar guns, and at least take note of what the speeds are and just give them an an hour or two extra day during the week. And especially if the citizens tell you, well, this is most prevalent on a Friday or a Saturday morning or whatever, and utilize those folks. We don't cross train enough in our city staff. We need to utilize staff in the city and they're all very smart, capable, and dedicated people that I've met. So I'd like to see that utilized a more effective manner. And thank you very much for my time here this evening. I appreciate it.

- Thank you for your comments. I don't think there's anybody else to speak. So with that, we also speak from the interested parties. Let's go back to regular business. Can get a motion to go back to regular business please.

- Does anybody have any questions from Richard?

- [Matt] No.

- If not, motion to close the Floor.

- Okay. Motion to close the floor do I hear a second?

- I second.

- Okay. Let's go back to regular business. Dave, you wanna chime in with your comments? I mean, we pretty much heard well know. I think you shared a night, one, any additional thoughts that come to your mind since we talked about item one?

- Sure. Yeah. I'm not going to reiterate what I said 'cause I didn't see anyone new join. So you heard what I said and I. And so that plus I want to address the item that Richard brought up relative to using technology and enforcement. First and foremost, I wanna say thank you for bringing that up. I can tell you that as an engineer, that that type of technology would help us because I do believe that it takes a multifaceted approach. And if, you know, a lot of times I get asked, "Well, can we put some engineering application towards it?" And then we do. And you know, I can only do up to so much.

And then it's up to the motorist to comply to what I put out there. So this enforcement component I think is good. And then I'll reiterate what Lieutenant Sobieck had said is that they're short-staffed and this does come up to a point of, you know, it's a discussion for the chief and budgeting and how they're gonna allocate staff. And again, that's out of my control, but I do wish I could just tell you from my history of being here, that that would help because I can tell you that they're the people I anecdotally saw more compliance 15 years ago. So I do think that the decrease in that staffing has made some sort of an effect on the way motorist, respect our system. But getting back to Richard's talk about photo technology and, you know, right-left or red light running cameras, speed enforcement cameras. And we hear about these, however, you don't hear about them in Wisconsin. Why don't you hear about them, Wisconsin? Because it's illegal state statute prohibits any of this type of technology to be used. So that being said, if we were, or to make a change, in my opinion, I think would be best to start a grassroots effort, get some political support at City. And maybe we send a resolution from the city, common council and the mayor to Madison saying, "We want this repeal. "We'd like to see that, that state statute irreversed". And allow this type of technology to at least be used. Now I can tell you this, there is actually a pilot program. I believe it was approved for. I'm not, I know I'm gonna say this wrong, but it's, there's a category of city and they approved it for a category of city or greater. It ended up being Milwaukee was the only one. So Milwaukee has a pilot program on this. So I'd be interested to find out how that has progressed to see if there's been success or failures or lessons learned from that pilot program that we could potentially learn from. And what my hope would be is that if this is moving along and it comes back to the state legislature, that there would be some discussion on opening it up to other cities as well. I think the ball might already be that we have a starting point, but I think it's really going to be up to our elected officials, our common council and our mayor to push that initiative. I can tell you from an engineering standpoint, I would fully support that and any sort of technology that would be coming our way as an infrastructure to maintain. I would definitely welcome it.

- I have a question for Lieutenant. So I know that we regarding the traffic division, I know that we had some people retire. Are we back up to four individuals now?

- Yes, we're back to four. So two on day shift and two and afternoon shifts. So we have coverage from six o'clock in the morning to 10:30 at night.

- Okay. That was my next question.

- Any other questions regarding this items?

- Yeah. Thank you, chairman. Lieutenant, do you, the police department on guessing on the number of stops to number of tickets, the types of tickets at any given time on any given day throughout the city, is that information public? I mean, gives the reason I say this as both five or six years ago. I remember having a meeting with the chief at that time. And I was stunned at just very low number of tickets that were issued throughout the city of our size. I think to a point where it was like one or two tickets per side of the river, over a course of a few days, when you consider a hundred thousand people living in the city, many coming and going for work recreation, you name it. I felt that that was stunningly low. Is that part of this? Do you track the data? Do you look at where there are vulnerabilities and the tickets per zone? What can you inform the commission and the public I guess?

- I don't have the numbers right in front of me and I didn't run them recently. I know last year running the past several years, last year, there was a dip in the spring because of COVID, but that

sort of came back in the fall. And I believe that we were almost on pace with the previous year in the fall time last year. I can certainly run the numbers and find out where we're at this year compared to previous years for all traffic citations. And I think we can break it down to like moving violations, failure to yield violations and stuff like that as well. So that's information I can get. I don't have it right in front of you.

- I'd like to piggyback--

- Yeah go ahead chairman, that you can recognize how much Stevens.

- I think that information will be great for that, for this committee. But also I think another piece of information, a big rate, there are 180 police officers in this city, and I know that it's being tracked. I think it would be beneficial to see how many of these officers are truly doing traffic for us. Because I know earlier this year we praised one of the younger gentlemen because he stepped up to the plate. The only reason why we know that is because those numbers are being tracked. So I think you should take a moment, look at all 180 officers and see who is actually going above and beyond to do traffic.

- Yeah, the 108 is the 180 is not truly accurate because, you know, we have detectives, we have supervisors, we have school resource officers that are not driving a patrol car. They're not doing patrol. So we do have close to 180 officers. However, that's not the total number. That one would be actively patrolling.

- And I think another group that we're not really focusing on is our community policing officers they're in squad cars. They should also be doing traffic control left and right.

- Yep. And I know I also work on the traffic complaints along with the traffic officers. So they are working on it as well because a lot of those complaints are in neighborhoods is, well, they have issues in, in that they're tracking problems in as well.

- Lieutenant, I just have a question, maybe more on culture of the police department. I I'm kinda hearing alderman Galvin who has some experience and just, is there a culture that maybe officers younger officers not younger, but all officers in general are, I mean, traffic is not as important of a priority for them. Is there a culture that, you know, they don't wanna do?

- Honestly, I would say that the younger officers are probably doing more traffic than the older officers are. I think that there's probably more officers doing traffic now than 15 years ago, just based on the reports and the number of citations coming through. Our officer that wrote the most citations last year was a one or two year veteran on the department. So I don't think that that's necessarily true. I think a younger officers are actually writing more than some of the older officers. So I don't think there's a climate where they're not enforcing traffic.

- Okay. I was just curious in the culture because you're in a police department. I don't know. I'm only asking the question. Just what I'm hearing tonight, you know, is that something that needs to be addressed within the department? I don't know, but I just I throw that out there. We've, I've heard it more than a couple of times in our discussion here tonight. So you guys do an Admiral job, you know, we're happy to have a good police force that we do have in the city of Green Bay. So I, you know, I don't think anybody's knocking on the police department. It's just, I think, as you said, there's

just not enough resources to go around all the parts of the city. You have traffic issues. I've been on the commission 20 years. I mean, every year it's kind of noticed is that the same old, same old, but every everybody's got traffic issues, no matter where you live in the city, whether you live downtown or you name it there's issue. So.

- I think the problem is is there's continually more traffic areas are getting busier and busier and busier. So as we have continued to have the same number, officer's we have more traffic being traveled on every one of the streets and that it, you know, it's just, there's, there's more people out there there's more people out and about now than there was 15, 20 years ago. And there's just the height, you know, there's a higher population in the whole Green Bay area and the increased traffic brings more traffic issues.

- Yeah, no, go ahead Graig.

- Well, that's what we wait for the Lieutenant again. So--

- This question is just questions, you know, I love you guys. So do you think, and I know this would be a common council that would need to fix this. Regarding these officers in these, in the squad vehicles. There's one thing that the majority of the squad vehicles are missing is built-in radar. Do you think that if we had more built-in radar in these vehicles, that these officers would be more inclined to turn that on and if they do see someone speeding 15 to 20 miles over the speed limit in that spot, you think they might be more inclined to make that traffic stop?

- Absolutely turns on automatically when they turn on the squad car. So it's running when they're driving all the time.

- And I think that's a technology that we're missing. Yeah. And of course we need to find the funds for that.

- We started off the year with only three moving radar units, and now we're up to seven and you know, we have 45 mark squad cars. You have seven of them that are outfitted. My goal is to include that in the budget. So next year we're around 20 cars that have it perfectly and almost half the cars have moving radar where then, you know, just instead of stopping a car, because you think it's going fast, you'll have the radar to back up, you know, your estimate estimated speed that the car is going.

- How about how much is that technology for a unit money?

- No I really have to think. I wanna say it was around \$2,000 a unit.

- Alright. So I mean, that seems to me to be a manageable number of find some money in the city budget, because not that we wanna write tickets, everybody warnings are fine and some people down, but I think they would almost pay for themselves probably at some point.

- Well, I think if people, you know, people are getting stopped randomly throughout the city, the word will spread out, spread that, you know, officers are stopping for speeding where, you know, right now we're limited on technology, unless that officers stopped running radar, it's hard for them to act or accurately get the speed that the vehicles going. It's hard to pace a car on busy, busy city

streets where they're moving your enters the ticket for that. But we just don't have one right now. Okay.

- Alright. Anybody else have any comments that we wanna talk about in this item number four? If not, we should probably put a motion together here. I think.

- I do have one comment. It might go into this motion, but I've done it twice already. I know. I feel it's best if we all do ride alongs with the police department, because we will definitely know what's happening behind the scenes. So I would recommend that we all do a ride along . Because you'll learn a lot. So.

- I'm sure, probably what I would entertain that thought Lieutenant, if you wanna reach out to the commission to, you know, work out the logistics of getting us that sometime that makes sense or whatever.

- If anybody wants to do a ride along. Just let me know. I can hook you up.

- [Matt] Okay.

- [Stevens] I recommend them.

- Alright. Well, you commissioners, you've heard that. So I know if you're the persuasion to do that. It's probably a good idea. I'm sure we'll get a ledge. Craig is saying a lot better feeling and a pulse of what's happening in the city. That what what's the officer's see. So that's a good thought. Craig, anybody else? Any other comments on the item? Not, we should probably try to put together some type of motion. I think we kind of generally talked about it Dave, you're pretty good at kind of giving us a direction to push for emotion. Do you have something we kind of put together here from your perspective?

- I mean, there's a lot of things talked about, I mean, I'm hearing, you know, recommendations for additional enforcement equipment, you know, to be the moving radars. I know I pretty much spoke about this, but I'm not necessarily sure if the commissioners are support of it but I really believe that there needs to be a push to get state law changed because we're not going to have, I mean, we need more tools. I think everyone can agree. We need more tools. And if there's not a motion to support more tools, I think we are. I just don't think we can make the ground that you can. I think that's a major part of this and obviously this is going to be pushed for that so that I can start preparing from our budgetary level to start asking for this type of equipment as well, and start the exploration into what this technology, you know, I'm, not going to do that until I know that we at least have an opportunity to start using it.

- So yeah, no, no. I would advocate for everything you're saying there as a commissioner chairman, I would push for like, you had great ideas. Everything I heard is really a good, a good thing from my perspective. So, I mean, as a traffic commission, can we make a recommendation to draft something to the city council or what we think needs to be done? Is that the angle or avenue we should attack or not attack, but go after Dave or.

- Well that's what exactly what emotion would be emotion is they're approving or denying it. So what you construct here tonight is going to go in front of them and they will address it. So you can

ask them to draft a resolution. You know, it would go to legal department in support of repealing photo enforcement at the state level. I mean, that to me is where I would start is for that, for them to draft a resolution, you know, and you can actually have that, just do as, as your motion recommend to common council to draft the resolution in supportive repeal of the state's photo enforcement law.

- Okay. That would be one facet of the motion we're gonna make them right?

- Yes, that's what I'm recommending. And if you support that, obviously you could put that as part of the motion. The second one would be relative. And I guess maybe Mike is probably more better to speak on this, but about maybe opening up honey and who knows maybe even contingency funding towards maybe immediate purchase of some of these moving radars, if they're only 2000 and I don't know what the, the budget is just for, you know, standard funds and maybe Jessie or some of the other elders may know what's in the contingency fund, but I've known in past years when it used to be reported. It used to be, I don't wanna say sizeable, but something like this would be affordable as part of that. So I dunno if maybe that's an average, nobody gets some immediate funds that way we can start to see some immediate results on enforcement. Again, I'm only an engineer. I'm not speaking of course, on behalf of the police department. I'm only saying that if you're looking for some immediate results, that could be one way of going about it.

- You know, I think in that, no, I know they're short officers. I don't know if you're gonna be at, I wouldn't say full capacity, but you could, if we get add officers to the traffic unit, I mean, we went from two to four in the last year, I think, or whatever, which is a great jump or whatever. I mean, you, as the alders, can we, can we get more money for the technology for the radar? Can we get more officers? I mean, what I'm hearing is, you know, we need to throw more resources at it. And we as a committee, you know, traffic commission bicycle and pedestrian recommended, but use the alders. And that's where I mentioned all of the Galvin before. I think, you know, you always still need, it's not that you're not stepping up, come up with some type of draft of something or somehow get it to the mirror and say, "Hey, this is what our constituents, "this is what we're hearing. "We need to do something about it." And I mean, the more avenues we attack and the better, the better results we're gonna have to get something accomplished here. So yeah.

- I just had an idea here too, Matt, and again, I'm just thinking of the structure of the committees and commissions at the city. And Lieutenant Sobieck, please correct me, or step on in any time. But the police and fire commission would be responsible for new hires. So maybe if, traffic bike and PED permission refers this to the police and fire commission to hire more traffic officers, that, again I don't, wanna be speaking on behalf of the police. I'm not, I'm just, if you're looking for ways get results, that would be the avenue, I guess, on how they do their hiring. I mean, I look at their agendas and that's predominantly what they're doing is they're looking at new candidates and things like that. But, and I don't know if that's it just came to my mind. And I don't know, Mike, if maybe you have an opinion on that.

- Well, I think, I think the best resolution would be combination of all three repeal. The ban on for law enforcement increase the number of officers dedicated specifically to traffic and to get the technology in squad cars that make it easier for them to complete traffic stops. I think if all three of those things were done, you'd see a big reduction in traffic related issues within Green Bay.

- [Dave] Right. And clarity.

- I can make a motion to do that.

- I was gonna say, Mike, you, you, you took the motion. You did it, man. I think what everybody's thinking here, at least that's what I'm thinking. I think the rescue missions are all kind of smiling and agreeing with do the right thing so I think that's the basis of the motion. You have to go ahead, Craig.

- I do like the police and fire commission. It would be interesting to know how many applicants have actually actually applied and how many have actually been denied and how bad that denial is. You know, I know they do all those backgrounds on everybody, but if it's something small and you know, if they're currently working for another police department, but where the blip somewhere along the line, and it was still denied, that shouldn't really be denied. You know, I think fine. You know, if you have something really small, you'll get denied. So maybe we need to say, "Hey, we have to re look "at how we're processing these applicants."

- Yeah. Thank you. One last comment I'll make, and I'll let you out carry on with your business queue for this discussion. Thank you for the ideas. I think the three points in the motion covers where we should go with this for now, this'll get before the city council and for the two new commissioners, just for your information, it goes to the recommendation would go to the council and then we could pull it there and discuss it before that entire body. So if that is what happens, if this motion is made and approved, then it goes there. We can continue to discussion. There you are all volunteers and you give up a lot of your time and energy towards this cause. And I appreciate that. I don't want you all to feel that you're on the hook for some major changes. I don't want you to feel, I don't want the mayor's office, the city council, the police chief to get off the hook, you know, basically on this, because let's be honest, traffic violations is it is breaking the law. Therefore that subject should be decided by law enforcement in the office of the chief. And right now we have a open position, hopefully the hired the right person to lead our department for the next several years. And hopefully the new chief, whoever that person would be will, you know, will bring this up, we'll bring traffic enforcement as a serious part of the law enforcement of the city and that he asked the mayor and the council for proper funding and, you know, assigning proper duties to certain officers so that we have a target that could be accomplished. So thank you all for what you've brought to the table here in this discussion, exceeded my expectations, quite frankly. And I look forward to some real good discussions with city council and especially during the budget process.

- Oh, you guys are gonna be key. The elders have a lot of say the budget time. So I mean, things to happen is, you know, don't all fall on your shoes, so, all right, you heard it. So, alright. I think Mike put together a really good proposal there. Is anybody wanna add anything to what Mike has suggested? Because I think what he came up with was awesome. Anybody else get any thoughts that we wanna add to that? Alright, David, write all that down then.

- No, no that's why we have a transcription service. I will definitely be looking into that for what exactly.

- Mike maybe if you wanna just make a motion to agenda the three general things you just said. I think if you would do that--

- Make a motion for the city council to put around solution together, to have the photo enforcement ban repealed, a motion to increase funding for moving radar units and a motion to increase the number of officers on the traffic enforcement unit.

- I'll second that.

- Okay. Motion been made. I heard a second, all in favor?

- Aye.

- He's the only aye I'm sure. Okay. Motion made second and all in favor carry. So thank you all for the time with this. So I think it's a an important issue to address and I'm glad we got something going here and hopefully we can get some help at the city level and gets it down to the state level. So we get, get this thing is some type of handle on the issue. That's creating a, you know, a life I'm trying to think of the right words here, but it's, you know, so cause what do you call that with life make? 'Cause you want your light to be better. What I'm trying to say here.

- Quality life.

- Quality of life. Thank you. Okay with that Okay.

- Do we have a second on that motion?

- I'll Second you.

- Thank you.

- Alright. With that, let's go on to item five, refers back from study consideration of possible action on a request by Tess Warner of whose street to remove the stop sign on Oakdale avenue at the intersection of who street to convert an ineffective three-way stop to a single stop intersection.

- I'm not sure if the commissioners have added chance or opportunity to review the memorandum that was enclosed in the packet agenda packet. I don't want to go over the details since it was submitted as a, there is a lot of engineering speak within it. I'm going to just go over to the conclusions section and recommendations that no multi-way stop warrants were met. In essence, what we're doing is kind of reverse engineering. This it's a location that has always stopped. The request is to make it a one way stop. And so what we do is we actually run the warrants on the condition and if it doesn't need it, and then we look at it and, and have to ask the question on, is it really the appropriate intersection, traffic control? And if not, what would be in its replacement? So stated in the conclusions, no multi-way stop warrants from that. I did not find any other traffic issues that concerned during field observations. The warrant study resulted in no recommendation to continue to operate it as multi-way stop. So that's when we started looking at a regression back into what would be the form prior to that, which would be a one-way stop condition. Just for clarity. I did wanna make mention that I did not find a crash history out there, which is a good thing. It doesn't mean that if we change this, it's going to all of a sudden get worse or anything. So what I did is I looked at some of the, and you'll see some of the photos in there. I wanted to make sure that we have proper intersection, site distance, proper stopping sight distance, and all other aspects of what I would consider to be a standard one way stop. And I did find that it's seems to be just like it's it's

brother or sister, that would be immediately to the east of it. You basically have a mirror intersection. It's really who's street offset by boat, but at 175 feet of windows, but it was regardless. They're very, I mean, there are streets for the most part. So that is my recommendation. If anyone has any questions on anything in the report, I am here to answer any of them, but I do make that recommendation that on a 90 day trial, since this is a regulatory to remove the three-way stop condition, Oakdale and the who street, self, and establish a one-way stop condition on whose street self at Oakdale avenue.

- Do I have a motion?

- All motion has recommendation.

- I'll second.

- Motion made and seconded all in favor.

- [All] Aye.

- Motion carries. Move on to item six, looks like.

- Chairman, can we pause please take seat nine and 10 all at once. That's all on the same street.

- Yes we can.

- And then can we do 11, 12, 13, and 14 all in one?

- [Matt] Yep.

- It looks like the other ones are Donald driver. So all those together and then bond street together.

- Can I interject. And even make it more simple for you? This actually really is two locations items six through 10, all pertained to auto falls away. If you recall, this was that discussion that did requested there was no parking between signs, right by their driveways to move that was successful. And then items 11 through 22 are all related to the rail yard development. Those have gone in and both of these locations were success. And I making a recommendation to terminate the 90 day trials and move them all to ordinances. Or if the removals just remove them for ordinances.

- That was quick for you, Dave. Thank you.

- I'll make a motion to terminate.

- There a second. Okay. Motion been made and seconded. So six to 23 is approved, informational. Dave, do we wanna talk about next month meeting it? Is there any hybrid meeting versus Zoom or in person or how are we gonna do it yet? Or will it be something for me?

- Yeah, I'll just add. 'Cause as you commissioners know, I did send an email out just to try to determine what the feel is out there about meeting in person, meeting, virtually having a hybrid option. And then of course having that discussion as well, internally here to find out what really is

available for HR policy at this point in time. So I did get multiple responses from commissioners that I do have some that are willing to meet in person. I did not get any responses that people that were concerned about meeting in person or say that they would prefer virtual only. And the response from, from any jar is that we are, we can have meetings virtually, like we are tonight. We can have hybrid meetings, meaning that anyone that wants to attend can attend. You know, we do a little bit of digging and in advance, you know, I mean, we'd like to know if there would be some people that wanna speak on the subject, just so we've got an idea on how many people may show up that way. We can make sure that we're following proper CDC guidelines as we move forward. But those are really our only two options. We don't have an in-person only meeting option at this point in time, as we transition out of the pandemic. And, you know, we're just kind of taking it really day by day, week by week and moving forward. But the options are going to be a virtual or be hybrid and seeing how we have some that would like to meet in person. I would think that the next meeting, we should at least consider the option of having a hybrid meeting. And again, those that may not want to meet in person still have that option of meeting virtually. I do have a staff here at public works that will need to know about this in advance. We do wanna get a little bit of, you know, a heads up on this so that we can get the proper training on it, because it's my understanding that although there have been some hybrid meetings at city that there have been some initial hiccups along the way, we are hoping that those are remedy and we could move forward at an August hybrid meeting with little to no glitch. So that being said, it's really up to the commission on how they wanna meet. I just wanted to summarize some of that information that I've learned.

- Yeah. Can we have a little just, are we able to have a little discussion, David? You know, we don't have an agenda item about commissioners, how we would like to meet. I mean, there's, can we talk about that for a few minutes, but yeah.

- You certainly can under your information item for Robert's rules. Yes.

- Okay. Alright. I personally, I'm, I'm good. Either way. I, you know, we used to meet in person. I thought it would. I thought when we met in person, we probably get more people to come to the meetings and versus virtually which some people have technology issues or not, but I'm good either way, either the zoom call is good for me or if we meet in person. So that would be my 2 cents on it. And, you know, we can, you know, as a group decide how we wanna go forward. So anybody else wanna share their comments on how they wanna meet, please do.

- In person.

- I'm good. Either way.

- I'm good either way, but I can. I mean, like even for my own board meetings, some people just aren't good with the technology. So even if we all met in person, if people in the public wanted to be able to, I can see why the hybrid is necessary, stuff that I'm good at, honestly. So that brings.

- There's not a good comment. If the entire commission decided to meet in person, you can still set it up where people can still Zoom, right?

- We're required to do that. There is no total in-person option. It is hybrid. We will be setting up it. Yeah, it would be set up just like we are right now. It's just that there would only, let's just say, I mean, there potentially may not be anyone except for the host as part of the virtual meeting, but that

person would be available to let others in. Let's say they want to participate virtually, then that host would then allow those people into the meeting to participate.

- I think it's nice to have a virtual option for anybody that might not be able to make it. But I agree that some usually having a meeting in person would probably get a lot more done or it's more productive, more discussion back and forth then virtually.

- Yeah. I would share my experience over the years. I mean, we've had meetings where we've had, you know, 15 to 20 people come and address the night in which sometimes we don't like to sit there that long, but you know, we are a city commission and, you know, people should be able to speak their piece or whatever. So, and I think, you know, the virtual, I think has held some people back cause for most meetings, honestly, we've not had many outside participants that have come to the virtual meeting. So I said, it's the city commissioner. I think we need to make it as easy for people to share their concerns and to make our city a better city. You know, the more people who have feedback, the better it's gonna be for all of us. So it all makes it I've been on the commission for a while. So I just feel we get more people who share their ideas I think if you had in-person, but I understand, you know, whenever I believe people that come to the meeting, so they have the hybrid option is certainly I think a good thing too. So.

- So Mike, are you in person or not?

- I would go in person.

- And did Dan make a comment? I thought person, Dave.

- Let's see, I forgot to look my note real quick. I know that he had.

- Knowing Dan, I feel like he preferred person. Well, you're right Kasha.

- Yeah, no. Yeah. I think he was fine with meeting in person. And I know that he is probably one very similar to alder Galvin who had some communication issues in the past relative to the technology. I mean, we're all aware of that. We're not backing out of right now, but just saying that yes, I know that he would probably benefit from in-person.

- I, you know, besides common council, if we all met in person, we'd be the only community that is in full that, you know, we would starting the trend.

- [Dave] Right.

- Alright. So that gives you enough information to go back and tell kinda the what's what the traffic is thinking, Dave.

- Yeah. Yeah. Again, you don't need a motion. I just didn't get an idea on where you are headed for the meeting that, that said I I'm hearing right now four people saying both option and one same in person. So that being said, it sounds to me like a hybrid meetings in our future for August. And I will move forward with making a combinations that way here at public works, I will inform commissioners as soon as possible. If for some reason that these technical difficulties are not worked out, but presume that they will be, I would think that our IT department would have these sort of things were

dealt in a month. So that being said, I'll, I'll just plan on having a hybrid meeting. And that means that three 10 is still our room. So if you do wanna join for that meeting in person, it would be at room 310 it's yeah.

- Do you need, would you need to know ahead from each of us if we're coming?

- I believe so. I believe that is part of the protocol here that I would at least need to get a head count. So, and additionally, as I said earlier, if there is knowledge that you may know of someone that may want to attend in person, that'd be good to know, you know, if they're gonna be attending virtually, I don't really need to know because I, you know, they have that option and it's a public meeting that's published with instructions. So that being said, yeah, I just kind of need to get a headcount. It's all it. So, you know, if I could get that like a week in advance, I think we'd be fine.

- Well. Why don't you can put me down date, but I will be in person, whether it be an in person, it's the next meeting.

- Okay. And Stevens will be in per person. Do the rest of you have a, an answer for that for August.

- I'll be in person as well.

- [Kasha] Yeah Kasha will be in-person too.

- Also too.

- Alright. It sounds to me like we actually, unless Dan would like to still go through the grilling process of going forward.

- I think Dan misses us. He'll be in person. Yes, he does.

- And he's not here so I can poke fun of him. 'Cause he always pokes fun of me. So, but anyway, we'll, we'll just plan on a hybrid meeting. We'll get that option set up and it looks like we'll see everyone in person then.

- Okay. Well I'm glad we got that addressed. Any other items? Anybody has commissioners, if not, I would entertain a motion to adjourn.

- I'll make a motion to adjourn please.

- Okay. Motion made, do I hear a second? And just so Melissa and Kasha. Know this is a very long meeting that usually our meetings are less time than this. So don't get, don't say, wow, they've been here too long. You don't have much time. Cause we've had meetings where we've been out in 20 minutes, 15 or 20 minutes, two--

- We've had meetings for over three hours, come on, don't lie.

- I'm used to county staff. So some of that, you never know how long these are gonna be.

- It depends how many agenda items we've got. And we didn't have a meeting last month. So that probably had an item or two from last month. But so I'm going go pretty fast. And sometimes we had some really good discussions and I had issues that are really important to the city. So that was happy everybody's comments and where we went with that. So good job by all the commissioners.

- Yep. And then just as a reminder, there was the bylaws item. That's still out there that was held over and I did not include it on the agenda based off of information I heard. But if you decide to want that to be placed on the August agenda, please let me know as soon as possible. And even better would be that if there is a draft document at that time, that you'd want me to include on the agenda and feel free to email that to me. And I will include it on the agenda packet.

- Regarding on that I can talk to Dan. And then on that comment too, if that's the only item for August, let's not put it on August.

- Right, right. Yeah. If we only had one item, I certainly would be contacting everyone asking if they'd really want to meet on the one item.

- Oh, I'm sorry. I didn't mean our rule of thumb is, I mean, it's at least two or three items, you know, if it's less than two or three items we don't usually meet. I mean, unless it's really a hot button item that needs to get done that month, but people didn't try to push them off if there's less than three items, I think, correct me if I'm wrong, Dave, but that's talking about, we--

- May have had some that are less, but that are time sensitive, you know, and we can always make that judgment call. And if it's a time sensitive item, there's usually people that want to speak on it. It's going to be, it's gonna take up some time anyway. So yeah. And, and just as more FYI to crash on Melissa, that the December meeting is normally canceled due to its proximity to Christmas. Like I think this week is actually like, I might even beyond the day. I don't know how, but it's usually really close and we typically cancel the December meeting. So just always just kind of keep that in mind, if there are certain items that you know, that you're aware of or something that may need to get addressed before the end of the year.

- Alright. We adjourned. So we better stop hashing here. So, but thank you all for meeting tonight and welcome again, new members so.

- Welcome.

- See you in a month.

- Welcome, and goodbye.

- Goodbye.