



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, AUGUST 16, 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, Kasha Huntowski, and Patrick Sorelle.

Present and Voting: Melissa Flucke, Craig Stevens, Kasha Huntowski, Daniel Theno, and Matt Kuepers

Present and Not Voting: Alder Gerlach

Excused: Mike Sobieck and Patrick Sorelle

Absent: None

C. APPROVAL OF THE AGENDA.

I. Approval of the Monday, August 16, 2021 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Daniel Theno, seconded by Commissioner Kasha Huntowski to approve the agenda of the Monday, August 16, 2021 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

D. APPROVAL OF MINUTES.

1. Approval of the Monday, September 20, 2021 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Daniel Theno, seconded by Alder Craig Stevens to approve the minutes of Monday, July 19, 2021 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

E. REGULAR BUSINESS.

1. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to add bike lanes to Manitowoc Road (Main Street to South City Limits) and Greenbrier Road (Manitowoc Road to Ontario Road). (Ald. Gerlach – District 3).

Motion by Daniel Theno, seconded by Alder Craig Stevens, to add bike lanes to Manitowoc Road (Main Street to South City Limits) and Greenbrier Road (Manitowoc Road to Ontario Road).

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

2. *Held Item:* To hold for further discussion the request by Ald. Stevens to review and/or create bylaws for the Traffic, Bicycle, and Pedestrian Commission.

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

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski.

No- None, Abstain- None.

Motion carried.

3. *Termination of 90-Day Trial:* Remove the NO PARKING zone on both sides of Hillside Lane from Schoen Street to a point 170 feet east of Schoen Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the NO PARKING zone on both sides of Hillside Lane from Schoen Street to a point 170 feet east of Schoen Street.

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski

No- None, Abstain- None.

Motion carried.

4. *Termination of 90-Day Trial*: Establish a NO PARKING zone on both sides of Hillside Lane from Schoen Street to a point 105 feet east of Schoen Street

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the NO PARKING zone on both sides of Hillside Lane from Schoen Street to a point 105 feet east of Schoen Street.

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski

No- None, Abstain- None.

Motion carried.

5. *Termination of 90-Day Trial*: Remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Van Buren Street from Cherry Street to Pine Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Van Buren Street from Cherry Street to Pine Street.

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski

No- None, Abstain- None.

Motion carried.

6. *Termination of 90-Day Trial*: Establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Van Buren Street from Cherry Street to Pine Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Van Buren Street from Cherry Street to Pine Street, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski

No- None, Abstain- None.

Motion carried.

7. *Termination of 90-Day Trial*: Establish a 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on both sides of Donald Driver Way from a point 285 feet north of Kellogg Street to a point 440 feet north of Kellogg Street.

Moved by Ald. Craig Stevens, seconded by Commissioner Kasha Huntowski, to establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on both sides of Donald Driver Way from a point 285 feet north of Kellogg Street to a point 440 feet north of Kellogg Street, and adopt by ordinance.

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski

No- None, Abstain- None.

Motion carried.

F. INFORMATIONAL.

I. Next meeting: Monday, September 20, 2021.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

Moved by Daniel Theno, seconded by Commissioner Kasha Huntowski to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Matt Kuepers, Daniel Theno, Melissa Flucke, Kasha Huntowski

No- None, Abstain- None.

Motion carried.

VERBATIM MINUTES

- All right.

- All right, we will call to order the meeting of the Green Bay Traffic, Bicycle, and Pedestrian Commission for Monday, August 16th, 2021. Down to item B, roll call. Chairperson Kuepers' here. Vice Chairman Theno?

- Here.

- Alderman Stevens?

- Here.

- Lieutenant Sobieck? Be an excused absence.

- Excused absence.

- Okay. Melissa Flucke?

- Here.

- Kasha Huntowski?

- Here. And Patrick Sorelle?

- Excused. Excused again there, okay.

- All right.

- Had to be in court.
- You want to see, approve of the agenda? Do I hear a motion to approve our agenda for Monday, August 16th, 2021?
- So moved.
- Motion has been made.
- Second.
- Second, all in favor?
- [Commission] Aye.
- Motion carries. Approval of the minutes. I'm assuming, I'm gonna read it here. It says September, but it's actually July, it was Monday, July 20th, 2021, Traffic, Bicycle, and Pedestrian Commission meeting minutes.
- So moved.
- I'll do it as amended.
- Okay. Who seconded?
- Okay.
- Most remain seconded, all in favor?
- [Commission] Aye.
- Motion carries. E, regular business, initial request, consideration of possible action on the request by the traffic engineer to add bike lanes to Manitowoc Road, Main Street to South city limits, in Greenbrier Road, Manitowoc Road to Ontario Road. Dave, why don't you start?
- Thank you. On the display, you will see a map. What's highlighted in yellow are the streets that we're proposing bike lanes. So, as the description and the request says, I, the one that you would see more than the left part of the screen, or West, would be Manitowoc road. So we're looking at connecting up at Main Street, which is a signalized intersection, and continuing into, as you can see in that gray area, that's actually going into the village of Bellevue and continuing on into Bellevue until the intersection with the other Manitowoc Road. And Greenbrier, same thing, or we would have the entire length between Ontario and Manitowoc. Now, again, that's where we have some village of Bellevue corporate limit sharing. So, it's pretty much center line in Greenbrier. So, I had forwarded this on to their village administrator, had some discussions with them. Verbally, it sounds like they're onboard, but they have to do a similar thing like what we're doing tonight, which is get it past committee, get it past commission. These are very typical anytime we have changes in roadway cross section, and although we're not physically moving curb, we're not actually doing any sort of excavation or construction or anything like that, this is simply painting lines on, on these roadways.

You may recall back, probably five plus years ago, some of you that are on this commission that were voting at that time for West Point road and South Point road, for those bike lanes, we have identical width, on, on both of these roads. So the 44 feet clear road width, and it's measured from face of curb to face of curb. And as long as we have, actually I think on the second item that I can share my screen, I should have. Show up? I think I got to change my viewing options. New screen share, new share. So the pictogram that's on the screen is really what we're proposing out here. So working from the center line out towards the curb, it's really a mirror image in each direction. So you'll have one, 10 foot travel lane, as you know, 12 foot lanes are very typical on roadways. What we've been doing is really just saying, 12 foot is, is an acceptable roadway width for something that handles truck traffic. Both of these roads are not truck routes, and it's been, at least it's been something that I've been promoting here at the city for slowing up traffic, is basically what a lot of it boils down to is 10 foot lanes. There's been studies that have proven that there's no safety issues when you start narrowing up those lanes. As a matter of fact, that has a tendency to slow down motor vehicle traffic. So, and that actually has kind of a, we talked about that with the alder, where we actually met with some of these neighbors, more on the Southern end of, of the project, that are concerned about speeding on Manitowoc road. And so, at that meeting, that was one of the concepts that that was discussed was about adding these bike lanes. So I conducted a field review shortly thereafter, wanting to make sure that we weren't going to have any bad pavement to, to be a danger to any of the bicyclists. And as you know, Manor Walk was actually resurfaced, actually it was more of a reconstruction, but we left the curb in, that was our project back in 2010. So pavement conditions are really good, and then same thing with Greenbrier, we've had very, very good pavement condition. The only thing that I'll have to get through is getting the approval from DOT to market over the structure, over I43, cause that's not ours. So that's where it was a gap in jurisdiction, I guess you'd say, but I've already got my request into DOT, so I'm just looking to get the final confirmation from them. And let's, I'm just gonna say, worst case scenario, they say no to it. Well, we just, we can always say, Cheryl, we can have shares on, or at least share the, share the road signs, warning signs, to go over that. My guess is that they're probably not gonna care. I'll work with their safety guy and their traffic and marketing people and hopefully we'll get it all passed. So, I don't actually have the mileage on me, but we're looking at significant number of miles that we'd be adding to our, our bike lane network for this. Uniquely, does, neither of these streets are actually listed in the safe walk and bike plan for bike lanes. So, I kind of look at it more of a bonus. I saw an opportunity work with the alder to try and hopefully carrying some of the speeding issues that we're having out there. We did see some speed reductions on West point and South point. So, we know it works, it wasn't a significant reduction, but at least we're getting some slower, slower traffic, and then we're adding into the bike facility, so I think that it's kind of a win-win for everyone. So, with that, I just really wanted to get everyone's support here on the, on the Traffic, Bike, and Ped commission, and with a positive motion here, we can forward that on to council, get final approval. And as I say, I'm kind of working in parallel right now with the village of Bellevue. And I'm hoping that they're going through this same process now, they know that I am. And as soon as I get their approval, we can do the entire thing. Worst case scenario, if they say no on that, I can always just run it up to whatever the corporate limit is, at least on Manitowoc road, Greenbrier, we'd probably would have to wait, I would paint just half of the road, we want to have two lane bike traffic, you don't want to just make one lane bike traffic. So we'd probably hold off on that, but the process is moving forward with them, but one step at a time, looking for a traffic's approval for this.

- Alder, did you want to speak to this item, since it's?

- Not much, just a little.

- Go ahead.

- Dave handled it. So we had a meeting where there were so many people so upset about the speeding on Manitowoc road. And I think, if I remember correctly, we were meeting in a driveway and these people in this immediate area were the ones who were so upset. And isn't it the case that they, that the other side of the road from them is Bellevue?

- Yeah, Wordles Tap.

- Yeah, so, if we can't get the bike lanes on both sides, it's those people who are the most upset who are going to get only half of what they're asking for. They didn't ask for bike lanes, they asked for help with speeding. And this was, they had ideas, of course, put up stop signs and things like that, and this is what Dave is suggesting. So I'm, I mean, I'm all for it. I think we should give it a try. I don't know what else to.

- Yeah, I think it would help. As Dave mentioned, we've had West point on the West side, once the markings went up, it doesn't drop drastically, but there's more awareness of people driving, than. I think it's a good idea, like you said, it a bonus to the, for the bicycles, not so much pedestrian, but the bicycles.

- And because I live on Salt Point and I see this every day, what I actually had seen out there as time has progressed, you'll see the more casual bicyclists, the families and kids and things, they'll actually ride in the parking lane, and they kind of used the bike lane as a buffer. So it's almost functioning like a protected bike lane because of the homes out in that area have, they're wider, longer driveways, and they just really don't have that much parking activity on both roads. So, you're seeing a lot of that, but then you'll see more of the expert cyclists, the ones that are out pounding the miles, they're using the bike lanes, and they're using them just fine. I think the, one of the other things, too, that I noticed at first, and it's getting better as people are getting used to them is motorists just, kinda being lazy and drifting into that lane. I see that demon from time to time, it's just people that are careless, they're on their phones or doing whatever. Part of the whole distracted driving issue that we were talking about for months now. But, hey, something's better than nothing in this case, I think, and like I said, I think the total is like, five miles that we're adding, it's crazy, I mean, we're adding some great connections to the I43 business center, over to Main Street, into the village of Bellevue. I mean, I think that this would be a great opportunity and I think, overall, just a win for everybody. And I still think we're gonna have to work on the speeding issue, there's no doubt, this isn't gonna be the silver bullet. This is more of a benefit, I think, to the bicycling community than it's gonna be to those residents complaining about speeding, but they may see some effects.

- I hope so.

- I think it'll go both ways. I mean, the research proves that if you can make the lanes look smaller then the cars will go slower. So that's exactly what you're saying here, and I think it's a great idea.

- Yeah, the other thing is, too, is that once, we'll have the, build it and they will come, thing. I honestly think, I mean, I've seen it, again, anecdotally, because I don't have the actual hard counts on the number of bicyclists before and after, but once you start adding the presence bicyclists and they start to see this as a good connector and like, hey, we got this, then you're effectively putting bicyclist

closer and you're creating this conflict for everyone, in a way, but it's a good conflict because it ends up kind of, you want a busier environment for speeds to actually go down. That's why you see a lot of urban environments and they're constrained that way and tree canopies and just a lot of things going on, those all aid into slowing down traffic, you've got a big road that looks like a freeway, of course, people are gonna drive fast. It's just, that's just the human condition. I mean, whether you do it advertently or inadvertently, people, you've, you find yourself speeding, don't you? Every once in a while? I don't know how many people have ever driven in a flat desert. Has anyone just driven a car in flat desert?

- North Dakota comes close.

- I was out in Lake Haven city a number of years ago and flew into Las Vegas and drove out there. And it's, it's probably like, three plus hours at least, I'm in desert, California, Arizona, and everything. I bought just a budget rental car. I mean, just whatever. And I just assumed it had cruise, it didn't have cruise on it. So I'm just driving this thing now, it's like, expanse of, you can see 20 miles. Like, literally, it's just that flat, and it's like, oh, there's Las Vegas. I caught myself and don't, we're not recording, are we? I found myself going over a hundred miles an hour.

- Oh my goodness

- Like, I didn't even realize it. I was like, whoa, oh, okay. But that's what I'm talking about.

- Yeah.

- That was a subconscious decision that I made, I really didn't think I was speeding just because it didn't, there was no conflicts at all, not a rock, not a anything. It was just sand, me and a freeway, and no curves.

- Yeah.

- That's just what happens. It's no different than in a city. I mean, we have a lot more conflicts, but the human creature that we are, we're just, are animals, smart animals, and you're just going to have a tendency to go faster when there's less conflict. Tighten up those lanes, add some bicyclists in there. Hopefully we can get some, I know they don't have sidewalks on a lot of the area, peds are probably walking in the parking lane a little bit more comfortably and you create that atmosphere and it will have a calm effect.

- Well, Mr. Chairman, I move approval of item one.

- Motion remained and second, all in favor?

- [Commission] Aye.

- Motion carries. One item, two, to hold for further discussion, the request for alderman Stevens to review and/or create bylaws for the Traffic, Bicycle, and Pedestrian Commission. I mean, we've mentioned this before, Dan was here.

- We had talked, today in fact, we're gonna, we're gonna get together, we're gonna try to get together with you too, Dave. Put something together for the next meeting.

- Vote for tonight?

- That's your preference, right?

- That okay, guys?

- What would be the plan then? I mean, I know you just said you want to address those, so are the two of you working together for like, a draft and then bring it to the next meeting, or?

- I think, I think we need, it's not so much bylaws. It's standard operating procedures. It's written procedures of how we operate as a commission. And I think what we need to do is the three of us need to come up with what type of parameters we want to work with in the writing. I can do the writing. I've done stuff like this forever, but I need the ideas to come from everyone. And anyone on the commission, if you want to put something in the procedures, mainly the procedures on how we operate, then we can put something in writing and bring it back to the next commission meeting, hopefully.

- Okay.

- You think you can have it in a months time?

- Well, what do you think?

- I would say so.

- You want to send it ahead so we can discuss at the next meeting?

- Yeah, yeah that would probably be a good idea.

- So postpone it to next month?

- Yeah.

- Yeah. And do you guys still have all the notes, I believe, from last time, because we, we had a good discussion on it when this first came up.

- Why don't you get those to us again.

- Yeah, I'm just, I don't know if I was just improvising off the cup when I was talking about it or what, honestly, I don't know if I have anything written down.

- Well, it would be in the minutes, wouldn't it?

- Yeah. Right. Do you, yeah. I mean, I can get you the minutes if you don't have them? If that's what you're asking. Cause, yeah, cause there should be the Rev minutes, meaning the transcript as well.

- Yeah, the transcript would have anything.

- Right.

- You can just listen to the transcript.

- Yeah. Well, yeah. Even the meeting with the video's online. That too. I think the bookmarks will be good on that one, cause that's an earlier meeting. So, we can have a discussion, I mean, however we need to do it, whatever's easiest for you, but the information's out there.

- Okay. Well, if you can get that, then that'd be a starting point.

- Okay.

- And then the three of us can meet, put this thing to bed.

- So that the new commissioner, we don't have bylaws, so we're trying to make new bylaws for us to follow.

- It makes sense, cause even in the car, we were like, okay, do we have to, do we just answer to the, we'll just say it, the complaints from the community to the alders, which is kind of what we've seen so far, or business complaints, or can we bring ideas forward and how, what's the process for that, and so like, we were discussing, we don't actually know the process for that. So I think it'd be really helpful to have at least some guidelines.

- Yeah.

- Yeah.

- Yeah, and the way it, historically, just if I can answer your question, is that, all committees and commissions, there is a, what they call the late communication process, and that comes in through the alders. And so, let's just say like, there's a, whatever, speeding complaint or whatever, the alders will type up something and it goes to the clerk's office and then that's the formal request to that commission or committee, cause there's a pull down on the request. Well, you've seen them, alder Gerlach, and I know, Craig, you have as well. And I don't, it seems kind of getting very particular about that. I mean, I think that she may have had some handwritten ones and she's like, no, it's gotta go through the process. So there is a form that they have, but that's only the alders that fill that out. So, when it comes down to adding agenda items, that's how they, we get them from the clerk's office. They get emailed to us, we add them to the agenda. Now something like this, this was my request. I guess, we'd say one of the benefits of being a staff person is, yeah, I have the ability to add things to the agenda, but that's kind of part of my job, you know? I mean, traffic regulations, parking regulations, that all comes through my office. So I have to put these things on there. So, it's just part of, I guess you'd say my job duties. So that's, in essence, how it happens. I mean, if you have ideas that you want to talk, well, I mean, you can just give me a call, you can talk to anyone on the commission if you want and, but we'll figure a way to get it on, whether it would be through Craig adding it as an alder, we can talk about it and be like, yeah, let's bring it up as an item, then I'll just, but you know, everything's a consideration of possible action, formality to it, but.

- It has to be on the agenda, we can't just talk on it. You keep saying, let's talk about this thing, can't do that, it's gotta be.
- Yeah, we were just curious, and other than through the alder, cause we knew that was a for sure way to get it on. But if there was another route.
- You can tell Dave you got something you want to talk about before the meeting, so he can get it on the agenda, so it's published 44?
- We, pretty much the week prior to the meeting, like by Wednesday, we've got a really good idea on what we're going to do for publishing for a final agenda, but out of courtesy, in case our late communications, I like to wait until Friday morning and then we'll just publish it sometime in the morning.
- Well, see, you've already gone through three written policies that we need to put in a document.
- See? It was a good discussion.
- Taking notes.
- For clarification, a commissioner can request to put something on the agenda.
- But if I could, if I could make a suggestion.
- Certainly.
- Because I serve on the public arts commission, and I'm the only alder on that commission, and good Lord, I'm not an artist, so I never bring anything, I just come and listen.
- You are too, I've seen your art.
- Oh, my leaves, yes, I'm a leaf artist. But it's the commissioners who bring things, and I'm quite sure that other, the commissioners, bring things to the agenda, like, what's his name? I can't. I believe last time there was something that he brought to the agenda. So, maybe, my suggestion is maybe, you want to find out how other commissions operate and maybe learn from it before you.
- We can learn from them, but we also are committed to what is in ordinance right now for the traffic commission, cause there, there are some items stipulated in our city ordinances relative to this committee or commission, and, which is why I'm coming full circle on this, because this is why we're talking about this. And maybe we do establish a process that, okay, commissioners have the ability to get stuff on agenda. We don't have that documented. All I'm doing is, I'm working off of a, we're all working off the past practice. And every commission is different. Committees, that's a whole different ball game from commissions because of the makeup and structure, cause you have four elected officials on the committees, commissions, different ballgame, and, and traffic is kind of on its own that way, as the others are, we make up our own rules, it says it right in the ordinances. And that's why we, we had come up with some issues in the past and it's like, that's why I kind of pushed.

- Could you share, and I don't know if Craig needs this, but I have never really gone into the ordinances to know what the procedures are written as.
- I gave them to you as an attachment on the initial time we had this on there. First time this was on there, I copied the ordinance, this is all it says, people. It says things, but it's not much.
- Let's get that out again and then proceed from there.
- Yeah. I mean, what we can do and, and take this as a note, when we publish the next agenda, we'll go to the original request and we'll take those attachments and put them in. It's either that, or it was in the background. So, you know how there's a.
- We need to have them shortly now before the next meeting so we can work off of that.
- Right.
- In putting the written policies together.
- Yeah, it's, it's simple. We'll, we'll work together on that.
- Okay, good.
- All right, so, let's entertain a motion to postpone the next meeting.
- So moved.
- Second.
- Motion made, second, all in favor?
- [Commission] Aye.
- Motion carries. Number three through seven, termination notices. Dave, I'll let you handle them in the order at which you choose.
- Sure, sure, let me see, number three, number four are connected, five, six, are connected, and seven stands on its own. So, Hillside Lane, Shane Street, to 170 feet East of Shane. I believe this is that item that you brought up by the corner.
- Right.
- And yeah, everything, to my knowledge, has been working out fine. I think you would actually, maybe even follow it up with them in a follow-up conversation with me, I think he said it was working out for you.
- Nobody has said a word to me of complaint it's just more parking spaces for the ball field. and that's a good thing.

- Right?

- Okay.

- So that's working right there, so I would recommend items three, four, and five for adoption. I should say three and four, sorry.

- Three and four.

- I'll make that motion for that.

- Wanna have them all at once, or you want to break them up?

- I think you'll have the, probably the same, I'm recommending all of them, and I think that all of them will go through if you want to make one motion will be simpler. Numbers five and six. This is the two hour, moving the two hour zone on Van Buren Street from Cherry to Pine. Oh, this was that item that alder Scannell wanted on. You know what, and this was one that I think that it was doubled up, but you can make the motion to approve it. We would have a good in there. I remember this came forward and then I looked back in the ordinances, I'm like, these guy's passed this already, cause I sent a signed work order to my side job, and they're like, it's done already, I'm like, wow you guys are quick, it's like, no, we did this like, a year or two ago. So the alder forgot about that even happening, he brought it forward and I was just like, oh, okay, whatever, we get a bunch of them, and it just went through, so it's a duplicate is what I'm saying.

- We include it in the motion then?

- You can include it in the motion. It's just a duplicate of something that's existing. So five and six, I just make that recommendation. Then number seven was actually one item that was, was not included in the rail yard parking zones. That was just one item that was left off that we needed to get to add it in there. So, that's just a two hour parking zone, both side of the Donald Drive, away from a point 285 feet North of Kellogg Street to a point 440 North of Kellogg street. We have very limited amount of regulated parking on that just by the way that the roadway was configured. This just happens to be that two hour zone. So like I said, it was just left off the last agenda, looking for that approval. So, I make a recommendation to adopt by ordinance, E137.

- I'll make that a motion.

- Motion has been made, do I hear a second?

- Second.

- Motion made, second, all in favor?

- [Commission] Aye.

- Motion carries. Informational. Anything else we need to talk about tonight?

- Do we want to talk about hybrid in-person since we're all here and we had these issues? I'm going to throw out the possibility that if the Delta variant doesn't get under control, or at least the way it's being handled, that we may be looking at going back to virtual. So, I'm just putting the reality out there, I don't know if that's gonna be the case. I'm just seeing, type on the way it's going nationally. So, I'm just gonna throw that out there that we potentially could be back to Zoom, but.

- Well, you gonna get the system working?

- Yeah. No, maybe that is a reason, Delta air stayed. I'm just kidding. No, I mean, I'm sure that this will get all worked out.

- Do we know what happened tonight because my screen went dead.

- Has it worked before in here like that?

- No.

- We haven't been here in how long?

- There, actually, we are the first committee/commission to go hybrid. There's been two council meetings, I understand. The first one hybrid had similar issues I heard, but it got resolved for the second time around.

- So it's possible.

- So it's, yeah, so it's possible, yeah, no, I apologize for all this. I mean, we literally had it all set up right before you came, I have no idea how it failed. This is weird.

- Cause it's technology, right?

- Yup, exactly.

- I mean, I would say, I'd make a recommendation, if we can meet person, I like this better. I mean, I prefer it better, and I'm guessing everyone else does. As long as everyone's comfortable with it, let's do that. But if city hall policy starts to change, I guess I'll make it.

- Yeah, as long as, as long as we just know.

- But make sure you change the.

- Okay. Anything else under F, then? If not.

- Just a random comment. It looked like the city alders put through our recommendation for the lights to change the law.

- Resolution.

- That's good.

- That's very good.
- I'm taking that as a baby win.
- 11 to zero, there must've been one alder not there, but I heard the vote was 11 to zero.
- Yes, there was one not present.
- There's only a couple of mean people on social media about it.
- Right. There was some, I saw some.
- Yeah, I saw a couple comments.
- No, there's a, there's a newer, I don't know if it's like an online newspaper thing. I just noticed it. I forget what it was even called, first time I ever seen it. It was like, the main article, and they have a picture of interim chief Rongey, of course they got, pick like, a kind of angry picture of him. And he was like, he had really nothing to do with it other than he's interim police chief, he's the guy that they put the picture of, and then they talk about it. I mean, to me it was pretty fair, the article was, but, they're just saying that there's some people that are not for it.
- Cause they don't want to get caught.
- Right.
- Well, I, the thing, there's, there was a misconception out there, I think, that this meant that we are going like, all right, we're going for it, we're going to start buying equipment and everything, it's like, oh, whoa, whoa, whoa, whoa, no, we're going to make, we're drafting the resolution to the state of Wisconsin, to Madison, to the law makers to repeal this photo ban. It's no different than what the state of, state, I almost called it the state of Milwaukee, they kind of are, city of Milwaukee tried to do, they actually had a bill. It failed. I don't know why it failed, but, I think this is our attempt at a class B city to say, hey, don't forget us, guys. And I can tell you just, my personal experience last Wednesday, I went down to state fair and we took an alternate route. We, the interstate was too congested, especially with the market and we ended up taking some other routes. I can't believe, I mean, we think we have it bad, I couldn't believe the people speeding on their four lane divided roadways, like bats outta Hell, running red lights. It was just insane.
- They also removed all of the need for driver's ed and everything in Milwaukee too, though, so they have a lot of issues.
- Yeah, and then over this weekend, two people died because they were victims of drag racing. Not, not the ones driving, like they were going down, they went through a red light, innocent people at the corner got a green light, boom.
- Oh Lord, really?

- Yep. I'm telling you, this photo enforcement is, is a real deal. I really think this is gonna, if anything is gonna have a deterrent effect on people, if they at least know that there's cameras out there, they're gonna think twice, I think, about speeding.

- I think if the city of Milwaukee don't, correct me, I might be wrong, they have a, police cannot chase vehicles if they see something wrong. I think there's something.

- They have a couple of weird rules.

- A couple rules where they will not.

- They can't engage.

- They can't engage in any type of, I don't want to say high-speed chase, or.

- It's more common than you think with law enforcement nowadays.

- Their hands are tied the way, I think, which is unfortunate.

- Well, this would get around that personal safety issue for the officers. It's gonna be on camera, not the officer.

- Right, right. Yeah. I would see the police department being in support of this, cause it kinda, they're a step removed.

- Well, and they don't have enough traffic enforce.

- Pretty accurate, Dave, what you, I mean, you're up to speed on these traffic cameras. I mean, you hear people feel they shouldn't have got a ticket and get one or whatever.

- I mean.

- I don't know.

- There's no, there's never gonna be a perfect technology. Are there gonna be people that are gonna try, that are falsely accused or whatever, I don't think it's really gonna be that, I think that the, the resolution of these cameras are pretty good, but it's no different than these parking citations. It's always the person who, that vehicles registered to that gets the citation. That plate goes back to a registration and then they get sent out and they're like, well, that was my kid driving, well, it's your car.

- That happened to me, I gave, I sold my, one of my cars to my daughter-in-law in Texas and she was speeding and I got the ticket, and I looked at it and I said, oh, that's not me. I didn't do this. So I sent it to her and she paid it, but.

- Right, it's no different than.

- It goes by the owner of the car.

- Like if your, if you're familiar with the I-PASS system, the Illinois tollway, there's people that have gotten citations and they have a form, the way that they work, it's either you got an I-PASS or you have 14 day grace period. So if you go through that, I mean, it's all cashless now, you drive through the city of Chicago, just drive through, go onto their website, log in, create an account, and then you have 14 days, that's a grace period. And you just give them your license and they'll be like, yup, that person went through it, you're good.

- Or if you have my plate number, they'll read it. You can't search for it, and then two months later you get a bill from Illinois, time to pay.

- Right, right. But, it's, there's, there's no perfect system, but we need some other tools. We're going in the wrong direction, we're doing what we can, and we just need more tools in the toolbox. Honestly, I think we're, these two items, whether it be red light running cameras or speed enforcement cameras, use technology.

- Yeah.

- I move that we adjourn.

- All right, yeah. Let's, do we have public or, not that on public hearings, so let's move the G H adjournment, I will entertain a motion to.

- So what informational, was just informational motion, and then, so I guess you're moving to adjourn?

- Motion has been made to adjourn.

- Anybody not second?

- Now that you're here, you don't wanna go, right?

- Second and third.

- All right, motion made, second, we are adjourned. Thank you all for.