



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, OCTOBER 18, 2021, 5:30 PM
Hybrid Meeting (In-Person in Room 207; Virtually 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: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Alder Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, and Kasha Huntowski. Patrick Sorelle arrived shortly after the start of the meeting.

Present and Voting: Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski.

Present and Not Voting: Matt Kuepers.

Excused: None.

Absent: None.

Others Present: Alder Dorff.

C. APPROVAL OF THE AGENDA.

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

Moved by Commissioner Daniel Theno, seconded by Alder Craig Stevens, to approve the Monday, October 18, 2021 Traffic, Bicycle, and Pedestrian Commission meeting agenda as amended reordering Item E.6. after Item E.2.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

D. APPROVAL OF MINUTES.

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

Moved by Alder Craig Stevens, seconded by Commissioner Kasha Huntowski to approve the Monday, September 20, 2021 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

E. REGULAR BUSINESS.

I. *General Business*: Report by the Police Department of the 2021 3rd quarter serious injury and fatal crashes. (All Alders)

Moved by Commissioner Daniel Theno, seconded by Commissioner Melissa Flucke to receive and place on file the report by the Police Department of the 2021 3rd quarter serious injury and fatal crashes.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

2. *Initial Request*: Consideration with possible action on the request by Ald. Dorff to review the 40 mph speed limit on Church Road and reduce it to 35 mph. Many houses have been built in the last year. And many requests have been made to have this lowered. Those requests have been consistently turned down. This area looks no different than Scottwood Drive and may even have more homes than Scottwood Drive which is the road parallel and to the south. Scottwood Drive has a posted speed limit of 35 mph. (Ald. Dorff - District 1)

Moved by Commissioner Kasha Huntowski, seconded by Commissioner Daniel Theno to refer to staff for study the request by Ald. Dorff to review the 40 mph speed limit on Church Road and reduce it to 35 mph.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

6. *Held from Previous Meeting:* Consideration with possible action on the request by Ald. Dorff on behalf of the Board of Directors at The Preserve for staff to conduct a speed study of Whittier Drive from Huron Road to Erie Road. (Ald. Dorff – District 1)

Moved by Alder Craig Stevens, seconded by Commissioner Kasha Huntowski to:

A. Receive and place on file the request by Ald. Dorff on behalf of the Board of Directors at The Preserve for staff to conduct a speed study of Whittier Drive from Huron Road to Erie Road

B. Refer to staff to evaluate the current signage on Whittier Drive from just east of Purple Sage Drive through the curve at Erie Road and upgrade as necessary.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

3. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to establish a ONE-WAY STOP condition on Gilbert Drive at Ontario Road. (Ald. Corpus-Dax - District 2)

Moved by Commissioner Daniel Theno, seconded by Commissioner Melissa Flucke to establish a ONE-WAY STOP condition on Gilbert Drive at Ontario Road and adopt by ordinance.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

4. *Initial Request:* Consideration with possible action on the request by Ald. Galvin to move the NO PARKING zone on Cass Street (Roosevelt Street to Cass Street) from the north side of the street to the south side. (Ald. Galvin – District 4)

Moved by Commissioner Melissa Flucke, seconded by Alder Craig Stevens, that on a 90-day trial, to:

A. Remove the NO PARKING zone on the north side of Cass Street from Webster Avenue to a point 60 feet west of Irwin Avenue.

B. Establish a NO PARKING zone on the north side of Cass Street from the cul-de-sac between Webster Avenue and Clay Street to Roosevelt Street.

C. Establish a NO PARKING zone on the south side of Cass Street from Roosevelt Street to a point 60 feet west of Irwin Avenue.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

5. *Initial Request:* Consideration with possible action on the request by Samantha Lilly and Terri Aronson to convert the YIELD sign to a STOP sign at the intersection of Peters Street and Basten Street. (Ald. Stevens - District 5)

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

A. Remove the ONE-WAY YIELD condition on Peters Street at Basten Street.

B. Establish a ONE-WAY STOP condition on Peters Street at Basten Street.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Auto Plaza Way to a point 140 feet south of Auto Plaza Way.

Moved by Commissioner Daniel Theno, seconded by Alder Craig Stevens 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- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 215 feet south of Auto Plaza Way to a point 303 feet south of Auto Plaza Way.

Moved by Commissioner Daniel Theno, seconded by Alder Craig Stevens 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- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

9. *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 Commissioner Daniel Theno, seconded by Alder Craig Stevens 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- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 200 feet south of Auto Plaza Way to a point 275 feet south of Auto Plaza Way.

Moved by Commissioner Daniel Theno, seconded by Alder Craig Stevens to 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.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

11. *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 Commissioner Daniel Theno, seconded by Alder Craig Stevens 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- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

12. *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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to 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.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

13. *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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to 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.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to remove the NO PARKING zone on both sides of Kellogg Street from Broadway to Donald Driver Way.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to remove the 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.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to remove the 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.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to establish a NO PARKING zone on both sides of Donald Driver Way from a point 370 feet south of Bond Street to Bond Street, and adopt by ordinance.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Commissioner Daniel Theno, seconded by Alder Craig Stevens 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- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to establish a NO PARKING zone on both sides of Bond Street from Broadway to a point 70 feet east of Broadway, and adopt by ordinance.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to 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, and adopt by ordinance.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Commissioner Daniel Theno, seconded by Alder Craig Stevens 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- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and 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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to 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, and adopt by ordinance.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

23. *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 Commissioner Daniel Theno, seconded by Alder Craig Stevens to 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, and adopt by ordinance.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

24. *Termination of 90-Day Trial:* Remove the 3-WAY STOP condition at Oakdale Avenue and Huth Street South.

Moved by Commissioner Daniel Theno, seconded by Alder Craig Stevens to remove the 3-WAY STOP condition at Oakdale Avenue and Huth Street South.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

25. *Termination of 90-Day Trial:* Establish a I-WAY STOP condition on Huth Street South at Oakdale Avenue.

Moved by Commissioner Daniel Theno, seconded by Alder Craig Stevens to establish a I-WAY STOP condition on Huth Street South at Oakdale Avenue, and adopt by ordinance.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

F. INFORMATIONAL.

I. Next meeting: Monday, November 15, 2021.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

Moved by Alder Craig Stevens, seconded by Commissioner Melissa Flucke to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Daniel Theno, Craig Stevens, Melissa Flucke, Patrick Sorelle, Mike Sobieck, and Kasha Huntowski, No- None, Abstain- None.

Motion carried.

VERBATIM MINUTES

- [Matt Kuepers] Okay, let's go. Did you give me a go? Green light? Okay. Call to order. Call to order the Green Bay Traffic, Bicycle and Pedestrian Commission meeting for Monday, October 18th, 2021. Down to item A, roll call numbers, chairperson, keepers here. Chairperson Theno.

- [Dan Theno] Here.

- [Matt Kuepers] Alder Stevens.

- [Craig Stevens] Here.

- [Matt Kuepers] Lieutenant Sobieck.

- [Mike Sobieck] Here.

- [Matt Kuepers] Commissioner Flucke.

- [Melissa Flucke] Here.

- [Matt Kuepers] Commissioner Huntowski.

- [Kasha Huntowski] Here.

- [Matt Kuepers] Commissioner Sorelle. Am I saying that correctly? I don't see him. Did you hear from him?

- [Dave Hansen] I have not.

- [Matt Kuepers] Okay. All right. He's not here.

- [Dan Theno] Alder Dorff can't hear us.

- [Matt Kuepers] Alder Dorff can not hear us.

- [Dave Hansen] Oh, I think you just have to unmute this. She should be able to hear us now.

- [Matt Kuepers] She's shaking her head, so you can hear us Alder Dorff? Okay. All right. Let's move on to item C, approval the agenda for the Monday, October 18th, 2021 Traffic, Bicycle and Pedestrian Commission meeting agenda.
- [Craig Stevens] I move approval with one change request by Alder Dorff, moving item six after item two.
- [Matt Kuepers] Okay. Do I hear a second?
- [Dan Theno] Second.
- [Matt Kuepers] Motion made and seconded, all in favor.
- [All] Aye.
- [Matt Kuepers] Motion carries. D, Approval of minutes of the Monday, September 20th, 2021 Traffic, Bicycle and Pedestrian Commission Meeting
- [Craig Stevens] Motion to approve.
- [Kasha Huntowski] Second.
- [Matt Kuepers] Motion made and second. All in favor.
- [All] Aye.
- [Matt Kuepers] Move on to irregular business, report by the police department of the 2021 third quarter, serious injury and fatal crashes. Lieutenant Sobieck.
- [Mike Sobieck] Glad to announce that three quarter had zero fatalities. We're doing really good this year. Knock, knock wood. Hopefully that continues in the fourth quarter. So we had one for the second quarter. That was a one vehicle accident. So third quarter we have nothing to report.
- [Matt Kuepers] It's a good report. Keep up the, can't say keep up the good work. You get what you're dealt. Keep up the enforcement.
- [Mike Sobieck] Hopefully it continues.
- [Matt Kuepers] Yep. Thank you, Lieutenant. Retain a motion to.
- [Dave Hansen] Move to accept the report.
- [Matt Kuepers] And a second.
- [Kasha Huntowski] Second.
- [Matt Kuepers] Motion made and second. All in favor.
- [All] Aye.
- [Matt Kuepers] Motion carries. Move to item six.
- [Dave Hansen] Was it two and then six?

- [Matt Kuepers] Oh after two and then six. Sorry. Okay, let's go back to number two. I'm sorry. Number two, consideration of possible actual request of Alder Dorff to review the 40 miles per hour speed limit on Church Road and reduce it to 35 miles per hour. Many houses have been built in the last year. And many requests were made to have this lowered. Those requests have been consistently turned down. The area looks a little different than Scottwood Drive and may even have more homes than Scottwood Drive, which is a road parallel and to the south. Scottwood Drive has a posted speed limit of 35 miles per hour. You want to go first, Alder Dorff, or should Dave?

- [Barbara Dorff] I could go first, and then Dave could go. In the past, when this request has gone in, I have understood why the traffic engineer has turned it down. The road was built for 40. There's a long hill there and there weren't as many houses as there are right now. And that road was not in as much use by pedestrians and bicyclists as it is right now. And so at this point, it is a request I get almost on a monthly basis from people that live on Church or live nearby Church. And I am asking for, please, to have the consideration for 35 miles per hour and to reduce it from 40. I think things have changed. The road is very similar to Scottwood. Scottwood also has a long hill that goes down. And so I encouraged the people from the neighborhood to be at the meeting tonight. I don't know if they're coming, if anyone is here to talk about it, because no one contacted me, but they certainly have been very upset about it and I can see why. It is getting to be a more dangerous situation.

- [Matt Kuepers] Okay. Thank you Alder. Okay. All right, Dave?

- [Dave Hansen] Yeah, I guess everything that's been discussed up to this point in the detailed requests is true, regarding the pedestrians, that is a shoulder and ditch type of roadway to leading to a rural cross-section. So, with pedestrians on the street, obviously really the only place that they have to walk would be the shoulders until that roadway would be reconstructed, storm store added and everything like that. It's just not built to have a sidewalk just because of the presence of the forest slopes and the back slopes and the ditches. But yes, there's been more homes that have been developed along the stretch. And obviously it's contributing to some of the requests. This is one, there is history, as the alder was describing, I believe the first time that this was brought up, I believe the request was from a constituent that was asking for it to be reduced to 30 miles per hour. At that time, I believe that was April, 2018. I had actually driven that, I remember I had a convertible at the time and it was a very nice day, pulling it down and driving it, which to me kind of accentuated the speed. And I took it at 30 miles per hour and I thought it was incredibly slow. It felt very awkward. Well, maybe I should share my screen so you can get an idea of what it looks like because there are our homes on the south side of the road, but the north side, I'll just show you on Google Earth Pro. Here we go.

- [Craig Stevens] Where does Church Road go into the town of Scott?

- [Dave Hansen] Yeah, it's western terminus is right at the bay, over at Nicolet Drive and then it just continues out to 54, 57. So I'll just zoom out here so you can see for yourself the extent of this. So where the push pin is located is actually the area in question, between Sussex and Durham. So basically right in between here, this is where majority of the parcels have been developed, that's where they exist and there's probably four or five maybe to the east here of Sussex. So you'll see here, the base out on that road, and then ultimately it intersects with highway 57 which leads us into county. So this is the segment. I'll zoom in just a little bit, this aerial image is probably going to be a little bit dated. Yeah, it's actually a lot dated. So as you can see, there's only four homes in here. There's probably at least a dozen, I'm going to guess now, in that area. And there actually is going to be a development in this area that is proposed. I don't know if there's access being proposed to Church Road for that, but obviously that could be contributory towards additional traffic on that roadway. But honestly, I don't know if that's the proposal at this time. Just like any other roadway, that a request for adjusting speed limit, modifying speed limit is being requested by state statue, a formalized study would have to be conducted, local government agencies, colleagues, and even the state, DOT cannot make an adjustment legislatively without having a supportive document of speeds on the study. So with that, make an

official study, would probably at least have something that can be discussed. So I think it is premature to make any sort of an action tonight other than to refer this to staff for study.

- [Matt Kuepers] OK, do I hear a motion?

- [Kasha Huntowski] I'll do a motion to refer to staff to conduct the speed bump study.

- [Matt Kuepers] Okay, motion made, do I hear a second?

- [Barbara Dorff] May I please speak?

- [Matt Kuepers] Sure, go right ahead.

- [Barbara Dorff] Thank you. Kevin should have done a study already, Dave.

- [Dave Hansen] I did conduct a study, I think it was in 2019, but one of the data sets that we look at are prevailing speeds. I think that, not only for everyone else's information, we should have current speeds available. And, yes, we did conduct a speed study, but that's greater than two years ago, I believe. So we really should add something a little bit more up to date and then we can conduct that study.

- [Barbara Dorff] I understand, and I'm not complaining, no one's complaining about speeding. They're complaining that the speed limit is too high. So, but I suppose you have to conduct a speed study no matter what, but it's just that it is 40 there and it is 35 in the road parallel to it, which doesn't quite show on your map. So I'm sorry to hear we have to, yet again, conduct a speed study. But if that's has to be, I guess it has to be. I hope it just can be done quickly.

- [Dave Hansen] I'm glad you brought up Scottwood, apologize for not having that on the map. So I'll try getting both of them on. There they are. So you can see on the top east-west road, this is Church that I'm pointing to. And the other roadway that Alder Dorff is referencing is Scottwood Drive, which turns into Algoma Road. So this is that roadway that she's referring to. That roadway is not a city street, it's actually a county highway, but as you can see here, we have residences, or residential properties, accessing Scottwood as well. So again, in order to make any sort of adjustment, we still have to have something on file and brought through committee, in order to make any sort of an adjustment.

- [Craig Stevens] To follow up with what the Alder asks, how fast can we do this?

- [Dave Hansen] I can get the road tubes out. I've got one study I had right now that I still have to get out and deploy, and I can get it out after that. We should be able to get something for next week.

- [Craig Stevens] Okay.

- [Matt Kuepers] All right. So anything else Alder Dorff?

- [Barbara Dorff] No, but thank you. I appreciate your support.

- [Matt Kuepers] Okay. So I heard a motion, did I hear second for the speed study?

- [Dan Theno] I think there was a second, yes.

- [Matt Kuepers] First motion made, second, all in favor?

- [All] Aye.

- [Matt Kuepers] Motion carried. Item six then, considerations possible action to request by Alder Dorff on behalf of the board of directors, reserved for staff to conduct a speed study of Whittier Drive, from Huron Road to Erie Road.

- [Dave Hansen] On the screen, you'll see the segment of Whittier Road. So Whittier actually, there's two segments. There's one west of Huron Road, which is a subdivision. And then you have Whittier Drive, between Huron and Erie Road, which Whittier is really just an extension of Erie Road. I mean, the only reason there's a name change is that that's part of our zoning code, is to change the name once cardinal direction of a roadway changes. So Whittier and Erie are in essence, they look the same, and it was built in the same design standards, et cetera. Now, at the last meeting, there was discussion relative to what sort of speeds are prevailing out there. And Lieutenant Sobieck had offered up some speed board feedback signs to be deployed at this location. And it's my understanding, and Alder Dorff, correct me if I'm wrong, but at least some of the feedback that I recall receiving on this one, it was more or less that traffic that was northbound on Erie taking that corner and headed towards Huron Road, that that was some of the complaint that some of the people on Purple Sage Drive, I think, maybe they were surprised, maybe, by vehicles coming around that corner. But is that your recollection, as well?

- [Barbara Dorff] That's it, yeah. That's where they felt that the corner's so fast, but if you see Purple Sage Road comes right out. So because it's a very short road, I mean, it's two blocks long, right there. It goes across, but it's only two blocks long. So you wonder how in the world could speed be a factor, but it's a factor because when they're coming down Erie and they take that corner. So I'm not sure it's a speed limit issue as much as a figuring out how to slow them down taking the corner issue.

- [Dave Hansen] Well, there are some signs that are present and I'll just switch over to the street view version here, so we can see this curve. So this is Erie Road approaching it to the north and actually turn this around here. There it is. There. So you'll see we actually have posted.

- [Barbara Dorff] 15 miles per hour.

- [Dave Hansen] Yeah. So there's two different types of curve/turn signs. You'll see this one with a right angle that indicates something slower. So that's why we have a 15 miles per hour advisory placard underneath it. If you would see it more with a curve, more flattened on it, that usually means it's a little faster. So we actually used the proper sign on here for the slowest type of movement for a turn. So it is posted in both directions. I just wanted to show you this one, just to show you that it's there. I can always double check just to make sure that we have the proper advanced warning distance. The reason I say, when I look at this, it's hard to really gauge distance, but based off the speed, we have engineering tables that would determine what the proper distance would be from that curve. So anytime you have either too far or too close, that can actually have an adverse reaction on driver behavior. So staff can always go up and evaluate whether or not that sign is placed properly, and we can do it in the other direction as well, of course. But if the corner is posted 15, it probably means it's very tight. So I think as you can see through here, this is actually a pretty tight corner, for 35 miles per hour. It's probably not designed for 35 and it's tighter. So then the drivers are coming across or through the curve, and as you progress further towards Huron Road or to the west, then you will see Purple Sage. And I'll see if maybe it'll let me go into here. And then actually we can see what it would look like from a driver's perspective, so if you stop at the stop sign, there you go. And I did actually go out in to the field to see what this is like, I don't know exactly what this distance is. I mean, I can certainly check it for proper intersection site distance, but the fact, and you can actually see it here, is that you can actually see vehicles approaching that curve. You do have some of these arborvitae cedars right here, that would be there year round, but you can see if a car is coming around the corner, you can easily see him in that straightaway approaching the corner. Then they would have to slow down and then come to this point. Given my experience, do I think there's enough ample warning time? I think you have plenty of time, actually. When I was out there, I was looking at that. If someone was coming around, and even if they were kind of going fast around that corner, at least you'd see them before taking that corner. So I guess I would probably maybe have a different opinion if this was

completely lined with trees on the other side. And all of a sudden, you had a vehicle popping around the corner that you didn't see, but it's not exactly the case here.

- [Barbara Dorff] Can I ask a question? Did the people show up at the last meeting to talk about this?

- [Dave Hansen] No.

- [Barbara Dorff] No. And no one has contacted me and I have to agree with you, Dave. I don't really understand this concern. They only contacted me because they talked to you apparently and said, well, we need your permission or support to bring this forward. I'm like, sure, of course, go ahead. But if they didn't even come to the meeting and I've gone this way. I don't really understand the concern. I'm sure there probably is a concern, but I don't know what more we can do. It's almost like you're making an actual left turn almost from that corner. So I would agree with you, there seems to be plenty of warning. And if they haven't come to the meeting to talk about it, which is what they were supposed to do, and were going to do, you can do whatever, Dave, you think you should do. Honestly, no one else has contacted me on it.

- [Dave Hansen] I'll be honest, my anecdotal response to this is that I didn't see an immediate concern that popped out. And based off the last meeting, I think we should probably discuss, at least in short, some of the results of the speed boards that we got. So I don't know if maybe this would be a good segue, Mike, if you wanted to maybe elaborate a little bit on the report.

- [Mike Sobieck] I don't have the speed report with me.

- [Dave Hansen] I do.

- [Mike Sobieck] Based on what I saw from the compliance, that's a 25 mile speed limit? So 35 there. Most of the vehicles were driving within that speed limit. There's very few traffic all together. The average per hour was in single digits, I think, for most of the day and of the vehicles in that low-risk category, that categorizes it, and one above the speed limit to nine above the speed limit, was very few. And I don't believe there's anything above that. So people weren't necessarily speeding. Most people were actually complying or going slower than the speed limit. So I don't think, based on the data that I saw, it was not a speeding issue.

- [Dave Hansen] Right, right. Yeah. I actually have the report right here. This is what's called compliance and risk report from the all traffic solutions feedback sign and throughout the study, it breaks it down by power and then compliance would be one column header, low risk, medium risk, high risk, and then total number of vehicles. And compliance at the bottom, it actually averages it on per hour. So that the volume that's out there per hour is actually pretty low. At the average number of vehicles in the westbound direction per hours only six vehicles. So you have gaps galore, I guess you could say, and out of that average, five of them were in compliance, one of them was in the low risk category, meaning that would have been between zero and 10 over. And there's a nice table, I believe it was actually in the agenda report in the meeting packet as well. But if you look at the second page, they have a speed table that's broken down, the x-axis would be the hour of the day and the y-axis would be the speed. So it shows speed limit, which would be a flat line, which would be 35. There is mean speed, which would be average speed, which is very similar to 50th percentile speed. And then 85th percentile speed. And the mean and the 50th percentile speeds were significantly lower than the posted speed limit. And the 85th percentile, for most hours, was below the posted speed limit. And when it was over the speed limit for, say maybe a third of those hours, it was maybe one mile an hour over the posted. So I'll be honest with you, these are some pretty good numbers.

- Mr. Chairman.

- [Matt Kuepers] We're in a city, we need more curves like that I think.

- [Dave Hansen] Right?

- [Matt Kuepers] Yes, Dan.
- [Dan Theno] I have a question.
- [Matt Kuepers] Go ahead.
- [Dan Theno] I don't know how clear this video is, but when we went through those cautionary signs, it looked kind of faded. Are they faded?
- [Dave Hansen] I don't know, honestly.
- [Dan Theno] That one looked faded.
- [Dave Hansen] Now that I'm recollecting this. I may have actually ordered those to be replaced. A lot of times when I look at these, we've talked about this probably, maybe over the last six to 12 months, it's predominantly been the board of directors for the preserve. The preserve is that subdivision to the north, and I've been in contact with now, I believe it would whoever the representative is for that association. And it was the first gentleman, it seemed like he was a little bit more concerned. Now there's a second person. At least my feedback, it just didn't seem like they were as concerned, but obviously the reporting of these messages from people on that association. But I can always check the signs. I can always, like I was saying earlier, look at the distances. I think distances set properly in advance occurs and improve compliance as well. And I can always check crash history as well. If here seems to be anything else that we need to do, but I mean, even on here, I see a night arrow that's there and there's going to be another one in the other direction. So these are really, honestly, proper ways of establishing signage for a location like this. So whatever you would have for a motion, I mean, staff would go out and check those things.
- [Dan Theno] I like the motion. But before we do that motion would be to go out there and make sure the signs are posted correctly, and if they're faded for them to replace. Would that be correct?
- [Dave Hansen] Yeah. You can say you have referred staff to evaluate existing curve signage, and I mean, you could have really have a two part motion. I agree with the alder cause, in order to really process the official request, you'd probably want to receive and place it on file and then you've got a second part to that motion to refer to staff to evaluate the curve signage and upgrade as necessary.
- [Dan Theno] Perfect.
- [Matt Kuepers] That was the motion, somebody here second. Motion made and second.
- [Dave Hansen] Who?
- [Melissa Flucke] I second.
- [Matt Kuepers] Motion made and second. All in favor.
- [All] Aye.
- [Matt Kuepers] Motion carries. Three, consideration of possible action on request with the traffic engineer to establish a one way stop condition on Gilbert Drive at Ontario Road.
- [Dave Hansen] Zoom into the location so everyone can see it. Well, actually what you're going to see, is the before condition. So you'll see where the push pin is. There is now an intersection there. So this roadway here that runs east and west has now been extended to Ontario. Now, Ontario is, I believe, the designation in this

area as a collector roadway. So it's designed to carry higher volumes of traffic and it, in essence, collects all the local roadway traffic into it. It's standard for engineering to establish stop conditions at T intersections, or even a four way intersections, of any local road with a hierarchy. In this case, we have collector roadways. Because it is extended, we should be putting a stop sign at that location. So it's my recommendation to establish a one way stop condition on Gilbert Drive at Ontario Road. And I will further that with waiving the 90 day trial period in this situation. The only reason that you would ever want to put something like this on a 90 day trial is if there was a lot of traffic coming out of there and maybe we'd be looking at a multi-way stop. But this thing just opened up and it's pretty low volume. When I went out and looked at it, I don't see a single car coming through. So, not to that level by any means. So yes, that's my recommendation.

- [Matt Kuepers] Okay, do I hear a motion?

- [Craig Stevens] As chairman I'll move with the stipulation that the 90 day trial period be waived.

- [Matt Kuepers] Okay, motion been made. Do I hear a second?

- [Kasha Huntowski] Second?

- [Matt Kuepers] Motion made and second. All in favor.

- [All] Aye.

- [Matt Kuepers] Motion carries. Four, consideration with possible action and requests Alder Gelden to move the no parking zone on Roosevelt Street to Cass Street on the north side of the street to the south side.

- [Dave Hansen] Zoom into the location. And actually if you have the agenda packet that was all I was going to present anyway. This is actually a location that if you look at the northwest corner of Irwin and Cass, basically these buildings north of where the pushpin is located, that actually is a former school. There's no longer a school. However, I believe that there are some staff that still go to that location for whatever reasons. I don't know if they use it for administrative functions, perhaps, but there's still the staff that go and attend this location on a daily weekday basis. The current parking restrictions on the south side of Cass Street. So, this actually extends from Irwin to the west, I believe all the way over to Webster and possibly even beyond. So what they're really asking for is to take the parking restriction on the one side and put it to the other. So number one, the Alder that asked me, he had called me up and we talked about it and I said, I really have no issue with it. I mean, we have to maintain no parking on at least one side of the street, if it's a narrow roadway. Cause if we left parking in both sides, that would be too narrow to maintain two-way traffic, which would not be desirable, especially in this location. But it did put the stipulation in there that they would have to lose parking on their side. So long as the neighbors are fine with losing parking on their side of the street, would it be available on the other side? Of course, but likely teachers or admin staff would probably take it up and he saw that they were fine with that. And so he put the request in, so I presume he's done his homework with the neighborhood and that they're okay with this. And I guess if there's going to be some people, if in deed, there's a motion to do this. That's why a 90 day trial would be in place, and could be revisited back when it comes back after 90 days. So I support the requests of the alder and I would just change it for the one block. So it, in essence, would be removing the parking restriction on the north side and then establishing parking on the south side of Cass Street, S Roosevelt and S Irvin.

- [Kasha Huntowski] I have a quick question on this one. Cause I live on Lawe, pretty much a block over and everybody doesn't park on the other side, so is there any reason to get rid of it on that side? Because most people in that neighborhood know they can't park on that side of the street. So would it be better to just add. Then there's also that huge parking lot there. So I guess I'm confused why they can't park in the huge parking lot. Because I walk my dog on that block pretty much every day and I don't ever see any cars really.

- [Melissa Flucke] Unless they can't park in that parking lot because of the hospital people.

- [Kasha Huntowski] Can they not park in that parking lot?
- [Dave Hansen] I think you're right.
- [Kasha Huntowski] Cause I know the hospital leases everything above and around. Cause we see people parking 24/7, but yeah, it would be kind of odd to switch it and get rid of it on the other side of the street. Cause the rest of the neighborhood has the no parking on that other side of the street so it makes it confusing. So that's my only weird about it because everywhere else has that in that whole neighborhood
- [Matt Kuepers] Kind of weird, but I'm guessing, knowing Alder Gelden, he's probably talked to the neighborhood there.
- [Kasha Huntowski] So they still want to.
- [Dave Hansen] It was their request actually.
- [Matt Kuepers] I don't think he would have brought it unless he talked to them.
- [Kasha Huntowski] A whole bunch of them on that street are rentals. So it would be landlord rental driven.
- [Matt Kuepers] Typically they don't have as much interest. Like you live on the streets, so you.
- [Kasha Huntowski] Yeah, 'cause that block has lots of rentals on that side. Lots of rentals on that strip.
- [Dave Hansen] You can see all of this. Even there's some parking back here. So this must be a rental, there's parking in the back.
- [Kasha Huntowski] Yeah. They're almost all rentals except the edges, like all the middle ones.
- [Dave Hansen] Long driveways.
- [Kasha Huntowski] Yeah, that's fine. If they want to trial it and they need a trial, I'm not going to vote against it, it's just kind of like every other block around there, that other side, parking isn't allowed. So it's just a confusion factor.
- [Melissa Flucke] I guess that's what the trial's for, right?
- [Matt Kuepers] It'll come back if they don't like it.
- [Melissa Flucke] Because I know what you mean. I'm over there all the time too.
- [Kasha Huntowski] Yeah, it's kind of weird.
- [Matt Kuepers] All right. We have a motion for this request?
- [Kasha Huntowski] Sure. I'll make the motion to move the no parking sign from the north and put it in the south between Roosevelt and Irwin.
- [Matt Kuepers] All right. And a second. Motion made and second. All in favor.
- [All] Aye.

- [Matt Kuepers] Motion carries. Five, considerations, with possible action and request, by Samantha Lilly and Terry Aronson to convert the yield sign to a stop sign at the intersection of Peters Street and Basten Street.
- [Dave Hansen] Oh this is Steven's request.
- [Dan Theno] Has anybody contacted you besides that email that we got?
- [Dave Hansen] No.
- [Dan Theno] No, me neither. So, that email came that morning, that University was closed down for that reconstruction.
- [Dave Hansen] Right? Yeah. University and Danz Avenue, specifically, we have a sewer project. It's just about wrapped up, but we had some lane reductions on University that was creating some backups and most likely there were people that were peeling off on some of these sites that know the area. They're getting over Basten. And accessing Danz Avenue that way. That's very common when we have construction projects that those first couple of weeks for people to adjust that does happen. So yeah, it was right after that happened was when we got the call.
- [Dan Theno] Right, right.
- [Dave Hansen] Or the email.
- [Dan Theno] But Peters Street, as we all know, we have Burger King. And so Peters has been a contentious little street for us.
- [Dave Hansen] Right. And this is one of those that we actually have traffic homing devices on as many of you recall, not that long ago on University Avenue, Festival Foods development opened. And as part of that process, when we have some streets that were reconfigured, Peters, as part of some of the outreach that occurred during that time, the neighbors were concerned about traffic using their street as a cut-through. And so the city in response said, well, we'll put some speed calming tables there, to not only keep the speeds in check, but it should act as a deterrent. So we've maintained them since then and they seem to be working fine.
- [Dan Theno] But I think with Clements and Ashton, with the apartment complex on that corner now, I think they're more worried about the traffic. They'd rather see a stop sign there instead of a yield. So it makes the traffic come to a stop on Peters.
- [Dave Hansen] Right? Yeah. Quite frankly, professionally in this situation, Basten, given just probably three, four blocks to the west, has as a traffic signal. So you're going to have more traffic on that than your standard, typical roadway. So referring back to the previous item on Ontario and Gilbert, I don't think you have that much of a difference in traffic volume, but you definitely have a difference in hierarchy. Basten is going to carry significantly more traffic. Although the numbers have gone way down. I think there was some feeling that there was going to be this huge increase of traffic on Basten, but I believe you and I, and Alder Stevens, have had conversations that we've actually seen a decrease in traffic over the years, even after the University Avenue Festival Foods opened up.
- [Dan Theno] We've seen that in the summer too, there wasn't a lot of traffic.
- [Dave Hansen] But even though those numbers may be lower changing the yield to a stop there, I don't think it's really going to hurt all that much. I guess the issue is, I've always looked at a yield sign is a stop sign in the presence of two or more conflicting road users. So if people aren't stopping at a yield sign, what's going to make them stop at a stop sign?

- [Dan Theno] Well, it doesn't hurt if we change it.

- [Dave Hansen] Right, well, my thought is this. If it gets approved, not the worst location for this to happen, I have a feeling that if motorists are starting to blow it and they're not treating it any different, well, then they're going to call Mike and Mike's going to have to go out and patrol it and get the motorists to respect the new traffic change.

- [Dan Theno] I'll make a motion to change it.

- [Dave Hansen] Second.

- [Matt Kuepers] Motion been made and second. All in favor.

- [All] Aye.

- [Matt Kuepers] Motion carries.

- [Dan Theno] Do we need a 90 day on this one?

- [Dave Hansen] Correct. Yeah, it is. Yeah, because we already had something there and we're changing it. Quite frankly, there's probably not going to be much of any issues with it. The only thing, you could have a lack of compliance, but within 90 days we definitely will hear about it. And I'm going to presume one of the two requesters will probably call you and then I'm sure you've got Mike on speed dial, right?

- [Matt Kuepers] Okay. Let's move on to terminations. Looks like seven through 11 are all related. Dave, you want to start there?

- [Dave Hansen] Correct. Item seven through 11, these all pertain to Auto Plaza Drive. This was at the request of the auto dealership to have those no parking between signs, in essence, right by their driveways that they had. So we made the change. It's been successful. I've not heard any complaints or anything, and I guess really, if anyone were to complain, it would have been the dealership, and I've heard nothing from them. Items 12 through 23 are all pertaining to the rail yard development. And these were simply changes that needed to happen due to new roads being open. So if you go to our dedicated street right away, they were months ago. So we wanted to follow suit with getting the relative and needed parking restrictions due to some of the link, configurations, parking, lack thereof, things like that. So those have been successful. So make a recommendation on that as well. And then 24 and 25 will be the three way to one way stop conversion of Oakdale and Huth Street South. I think for the first week, we had received some phone calls from some of the area residents. It's very typical that when you change intersection traffic control, especially if you're going from something more restrictive to something less restrictive, there can be some negative feedback on it. It's no surprise we did. But I think, maybe we had four or five different people call. I know I had spoken with the alder about it, but it seemed to calm down like literally within a week, to two weeks after we made the change. Having gone out to look at it and watch it, and I didn't see any issue with it. I went and made the recommendation about it. I think it was, I would say, the right size traffic control for the intersections. So, that said, I will make a recommendation to the commissioners for items seven through 11 is one group, 12 through 23 is another group, and 24 and 25 as a third group, to take them all in and adopt by ordinance, each of them.

- [Craig Stevens] Mr. Chairman, I would move approval of seven through 25.

- [Matt Kuepers] Motion been made. Do I hear a second?

- [Dan Theno] Second.

- [Matt Kuepers] Motion been seconded. All in favor.

- [All] Aye.

- [Matt Kuepers] Okay, motion carries. Move on to informational. Next meeting Monday, November 15th. Anybody know they won't be here? Are there any issues with that date? Okay. And then I just have one last thing, I want to take a few minutes here. I work for a company in Green Bay. It's called Amerhart. Most of you probably have not heard of them, but I went to my boss. He's the CEO of Amerhart, my boss, I talked to him and let him know about the concerns I've heard over the years about the city speeding and all that issues or whatever. My employer it's called the Amerhart foundation. Each year, they give so much money to communities that we worked in. So I don't know if I convinced him or what, but I told them the speeding issues. So Mike, you better not pick him up or whatever, but anyway, the Amerhart foundation has agreed to give \$10,000 to the Green Bay Police Department, to buy moving radar units, which we've heard in the meetings before that would help officers, hopefully, not going to eliminate the speeding issues in the city, but one step forward to trying to slow people down in the city of Green Bay. So we're going to make that donation. I'll talk to you in a minute, Mike, about how it's going to go through the Green Bay Police Foundation, but I just wanted to note that in the meeting here. I've sat here for a number of years and by far the hottest, or stickiest, item and Kasha has got a real life experience of somebody wasn't paying attention, was probably speeding as she said. So if we can slow anybody down, hopefully that helps a little bit. But anyway, just wanted to announce that here tonight. And so, yeah, I think it's good for the city. And some people might not like it to get pulled over, but don't speed, you won't get pulled over.

- [Mike Sobieck] The police department certainly appreciates the donation, that's going to help. We should up to five squad cars, the next batch we get for 2021, we will be able to put five moving radar units in. So that's a help, greatly.

- [Matt Kuepers] Yeah. I think you told me that right now you have five units that have moving radar and there's like close to 50 if I remember right.

- [Mike Sobieck] Yeah. So, we'll have a 20% of our squad that have that, so that's a big step forward from a year ago when we only had two of them. So it's a big improvement in the one year time period.

- [Craig Stevens] Is your employer willing to come to the next traffic meeting?

- [Matt Kuepers] Oh, I don't know that he wants too much publicity for it. He likes to kind of.

- [Kasha Huntowski] Well you can thank Mark from us.

- [Matt Kuepers] Oh you know Mark do you?

- [Kasha Huntowski] He's good to us too.

- [Matt Kuepers] Is he? Okay. Like I said, my company gives a lot back to the communities we operate in. So, but anyhow, like I said, I think a good thing and he's more than willing to contribute, but I'll ask him once if he wants any recognition for it, but knowing him probably not. So with that, I will entertain a motion to adjourn.

- [Dave Hansen] Motion to adjourn.

- [Kasha Huntowski] Second.

- [Matt Kuepers] Second? We're adjourned. Thank you all see in a month.