



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, NOVEMBER 15, 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 and Voting: Craig Stevens, Daniel Theno, Mike Sobieck, Kasha Huntowski, and Melissa Flucke.

Present and Not Voting: Matt Kuepers

Excused: Patrick Sorelle

C. APPROVAL OF THE AGENDA.

I. Approval of the Monday, November 15, 2021 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Daniel Theno, seconded by Ald. Craig Stevens, to approve the agenda of the Monday, November 15, 2021 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Daniel Theno, Melissa Flucke, Kasha Huntowski, Mike Sobieck.

No- None, Abstain- None.

Motion carried.

D. APPROVAL OF MINUTES.

1. Approval of the Monday, October 18, 2021 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Daniel Theno, seconded by Melissa Flucke, to approve the minutes of the Monday, October 18, 2021 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Daniel Theno, Melissa Flucke, Kasha Huntowski, Mike Sobieck.

No- None, Abstain- None.

Motion carried.

E. REGULAR BUSINESS.

1. *Held from Past Meeting:* Consideration with possible action on the request by Ald. Stevens to review and/or create bylaws for the Traffic, Bicycle and Pedestrian Commission.

Motion by Daniel Theno, seconded by Ald. Craig Stevens, to hold for further review until the next meeting the request by Ald. Stevens to review and/or create bylaws for the Traffic, Bicycle and Pedestrian Commission.

Yes- Craig Stevens, Daniel Theno, Melissa Flucke, Kasha Huntowski, Mike Sobieck.

No- None, Abstain- None.

Motion carried.

2. *General Business:* Report by the Green Bay Police Department on the October Traffic Enforcement Unit Traffic Safety Plan. (All Alders)

Motion by Daniel Theno, seconded by Melissa Flucke, to open the floor.

Richard Parins (1402 Kellogg Street) spoke.

Motion by Melissa Flucke, seconded by Daniel Theno, to close the floor.

Motion by Daniel Theno, seconded by Melissa Flucke, to receive and place on file the report by the Police Department on the October Traffic Enforcement Unit Traffic Safety Plan.

Yes- Craig Stevens, Daniel Theno, Melissa Flucke, Kasha Huntowski, Mike Sobieck.

No- None, Abstain- None.

Motion carried.

3. *Initial Request:* Consideration with possible action on the request by Ald. Gerlach to establish a NO PARKING zone on the west side of Phasianus Street from the sidewalk connecting the street with East Town Mall to Sun Terrace. (Ald. Gerlach – District 3)

Motion by Daniel Theno, seconded by Melissa Flucke, that on a 90-day trial, to establish a NO PARKING zone on the west side of Phasianus Street from Sun Terrace to a point 65 feet south of Sun Terrace.

Yes- Craig Stevens, Daniel Theno, Melissa Flucke, Kasha Huntowski, Mike Sobieck.

No- None, Abstain- None.

Motion carried.

4. *Referred Back from Study*: 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. (Ald. Dorff - District I)

Motion by Daniel Theno, seconded by Melissa Flucke, to open the floor.

Mike Dauplaise (2987 Durham Rd) spoke.

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

Motion by Melissa Flucke, seconded by Ald. Craig Stevens, to hold the request by Ald. Dorff to review the 40 speed limit on Church Road and reduce it to 35 mph.

Yes- Craig Stevens, Daniel Theno, Melissa Flucke, Kasha Huntowski, Mike Sobieck.

No- None, Abstain- None.

Motion carried.

F. INFORMATIONAL.

1. Meet and greet with Police Chief Christopher Davis.

2. Next meeting: Monday, December 20, 2021.

The December meeting is canceled. The next meeting is Monday, January 17, 2021.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

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

Yes- Craig Stevens, Daniel Theno, Melissa Flucke, Kasha Huntowski, Mike Sobieck.

No- None, Abstain- None.

Motion carried.

VERBATIM MINUTES

Chairperson Kuepers' here. Vice Chairman Theno?

- Here.

- Alder Stevens?
- Here.
- Lieutenant Sobieck?
- Here.
- Commissioner Flucke?
- Here.
- Commissioner Huntowski?
- Here.
- Okay. Let's move on to approve the-
- What about Patrick?
- Oh, that's right. And Commissioner Sarelli?
- He's not present.
- I don't see him. Commissioner Sarrelli, Sarrell? Nope.
- Nope.
- Okay-
- You hear from him Dave, or?
- Nope.
- Nope, okay. All right.
- He isn't here, right?
- Absent then. Okay, let's move on approve the agenda on the Monday, November 15, 2021, TBPC Commission Meeting. We're gonna move the agenda around a little bit to accommodate. Dan you wanna make a motion to?
- I would move the agenda with placing item four after item one.
- Second.
- Okay. Motion made, a second. All in favor.
- [Commissioners] Aye.
- Aye.

- Motion carries. The approval of minutes. Approval of the Monday, October 18th, 2021, TBPC Commission Meeting.
- So moved.
- Do I hear a second?
- Second.
- Motion made and second. All-
- Second.
- Motion made, and second. All in favor?
- Oh.
- Aye.
- Aye.
- Motion carries.
- You got him.
- I got him. Can you hear me still? I don't know if they can.
- Are you the host? I am not the host, but can you make me the host?
- That was the host.
- That's not good.
- That's me under control. Would it be fine if I turn my audio on now and we continue the meeting, I have, unless, they're probably not-
- Is this recording it? Or are you recording back there? We're recording on here. Camera. Okay.
- Is it going to lag due to that? Echo?
- We'll figure it out. All right, let me, I'll join with audio. Can everybody hear me?
- Can the Alders hear Dave who's virtual. Must not.
- I don't think so. Oh wait, let me unmute me now. Testing. Can anybody hear me? Okay. I think we should be able to continue this way until we get the primary zoom computer rebooted. As long as the meeting is maintained, I would think.
- Okay, I'll take your word. Let's move to item one consideration of possible action request for Alder Stephens, to review and/or create for the traffic bicycle and pedestrian commission. You want to have the attorney speak? I know she's on.

- I would say the first thing is, has everyone read the proposed draft that's been reviewed by legal, which I would think, you know, do we have any questions? Cause she's primarily here for questions. And I actually went through this quite detailed.

- All right.

- So, and her time is limited.

- The only thing I had was-

- On the door.

- Do we want to, on allowing interested parties to speak the bottom line here, where we allow the floor to open, do you limit how much time we're let people talk?

- Oh do we limit the time.

- Yeah.

- That's probably a good idea.

- I think that that would be your decision.

- I think that would be your decision on your time check.

- Well we've talked it through this meeting, so.

- I can hear you now.

- Maybe five minutes, or

- It's normally three minutes.

- Three minutes. I just want to, we want to include that in the bylaws when it's, we got it on paper, here. That would be the only thing I could think of that...

- Now on all the other commissions, it's an RDA that.

- But we're not

- [Dorff] the earning, because if you're not appointed to that commission my understanding is, you can't fill in. Is this different, Attorney Mather, because there are bylaws different. muted.

- Yeah, unmute.

- I am sorry. I'm rerouting. Just bear with me one second here.

- Because of the technical difficulties, can we hold this until January?

- [Dorff] It's come up many times over the six years I've been an Alder. This question has always been no you can't. If you're not appointed to the commission, you can't be on it. Maybe this is different. I don't know.

- [Mather] I honestly don't know the answer off the top of my head and I don't want to speculate without looking into it a little bit more and I don't have the resources to do that fully right now. I'm not in my office. It would have to be in accordance with turnful procedures, that last clause, that was why I said that it was acceptable but I do think it merits me looking into it further before I give you a definite response.

- [Dorff] Thank you.

- What was her question?

- I'm going to need to rephrase the question to answer. So correct me if I'm wrong, Alder, but what I heard was that she is questioning item 4 under composition officers and vacancies, which is in regards to, if there's an absent Alder from this commission that another Alder may substitute as a voting member, attorney Mather responded she was not sure if that was compliant with municipal code and is going to review it.

- We've done that before, right?

- We have, yes, historically, we have done that before.

- And this was one of the questions. This was one of the comments that were brought up. If an Alder wasn't here, could they appoint another Alder? That's why the bylaws started so we could get clarification on that.

- Correct. Correct.

- So in case if I were in here then another Alder could sit in.

- And you know, I'm not going to speak as an attorney because I'm not an attorney, I'm an engineer. All I do is I know the municipal code from what I've read of it. And you have the ability to modify special procedures for the need. So whether or not that modification is inclusive of that, I don't know.

- So when you get a legal opinion, then is that what.

- It appears as though Lindsay is going to get back to the commission. So I would say, I mean, if there's other questions, obviously we should talk about them, but obviously we have a reason here to already, to postpone this item.

- Yeah. Well, the other day I was going to point out, I think, interested parties, we should try to limit the item forum meetings and public participation. I know we've said that before Dave, you had it limited to three minutes to five minutes, somewhere in that timeframe, so we don't, we can say, "Hey, that's what our bylaws say." That's the only thing I would throw in there for when I read through it.

- Okay.

- Now that could be easily added after the second line. Public to speak, and then just put up to three minutes.

- Whichever.

- Or at the discretion of the chair.

- That's four under meetings and public participation.

- Oh. Sure.

- [Dorff] Those of us out in TV land can't really hear saying. So maybe could they come over to your speaker or your microphone and talk. We can't hear what's going on.

- Sure. I believe we're just moments away from the other computer booting back up. The host computer ended up shutting down on us. So it's in the process of rebooting and Mike Lonic's here to help us. So I appreciate your patience, everybody. We didn't expect this.

- [Mather] Can you repeat what the request was please, Dave?

- Well, we talked about your item, Lindsey, and then our chair had made a recommendation or a suggestion that has been discussed in the past about limiting speakers in the gallery to three minutes.

- [Mather] That's certainly within the commission's right to do. You can establish your own procedures. In general, that's left kind of an open-ended requirement so that if in some cases you feel like it's more appropriate to give them longer or shorter amounts of time, you can do that at each meeting and not be hindered by what's written. But that's entirely up to the commission.

- I would include. I'd like to include that then, three or five minutes. I don't know what-

- Three is plenty.

- Three is plenty? Okay. I think we need to include that, then, would be my suggestion.

- Is there any other modifications or additions?

- I don't see anything else myself or that would be it for me. This is a nice job, mine. Thanks Craig and Dan.

- So we need a motion to postpone this to the next meeting?

- I believe that would be the appropriate motion. Seeing how attorney Mather already stated she needed to follow up on IA.

- Okay. Let's move this forward. I would move that we hold over item one until the next meeting of the commission.

- Okay. Motion made and seconded. All in favor.

- [All] Aye.

- Motion carries. Do we want to move the microphone for Alder Dorff? Did I hear she can't hear what we're saying, or are we?

- It's this mic

- Right. Right. Just so everyone is clear. What's going on is the host computer went down and there was a room mic that was picking up everybody. Because that shut down, I had to take over as host, but we only have my microphone on my laptop. Therefore, you can barely hear everybody else. And IT is actively trying to solve the problem right now. So again, I appreciate your patience.

- [Man] I have one point I have to leave for another meeting. Just take good notes. My point, I have to leave, so. I gotta go.

- You gonna go to Alder Dorff's?

- Yeah. It's not looking like it's going to happen immediately, so.
- Do you want to get all of us into little clusters?
- I'm going to have to probably We're getting very close here. Just one moment. Too crazy.
- I'm wondering if maybe while we're waiting for this we're gonna get some information on potential gallery speakers two of them here, and Alder Dorff is Mike and company with you?
- [Dorff] Yes, they are.
- Okay, might as well take care of some paperwork here, so could I just get a name and an address, Mike?
- [Dauplaise] Sure, it's Mike Dauplaise. D-a-u-p-l-a-i-s-e.
- Address?
- [Dorff] 4987 Durham Road.
- Thank you. That'll save us time. We'll talk about the item here shortly. And also Richard, Richard Perins.
- [Perins] Yes, sir.
- Which item will you be speaking on?
- [Perins] I want item two.
- Okay.
- [Perins] And if you need an address it's 1402 Kellogg. Thanks Dave.
- You're welcome, Richard.
- We have two parties to speak, Dave, is that...
- Right.
- Is it possible to, as for number four, can you guys all hear us? Maybe Mike could start talking and Barb and start talking. I don't know.
- Can you hear okay?
- Sure.
- Why don't we do that? We can hear them, Dave.
- I think the only issue we would have with that is that because we need to get a verbatim document that you're not gonna actually hear what the actual commissioners are saying at this point in time.
- We should cluster around.

- The only way is that if they designate me chair when I'm not an actual commissioner, so I don't think that would work.
- What can I do? Can I do something to?
- [Man] can still serve as translator, couldn't she?
- I do that daily. I mean, I also,
- [Man] don't want you to be chair.
- Yeah, I mean, unless you wanted to sit next to me until we get this done.
- I don't have any problem with that. I just wanna.
- I support that.
- Let's get it moving.
- Do we need a motion on that?
- No.
- Why don't you come on over, Matt.
- All right, okay.
- See, we can adapt.
- All right, I know we're not in our COVID protocol here.
- Yeah, stay six feet.
- Oh, sorry. All right. So you just want to Move to item four then?
- Correct.
- Okay. We're gonna move on to item four, referred back from study, refer to staff for the study. Request by Dorff to review, the 40 mile an hour speed limit on church road and reduce it to 35 miles per hour. Dave, you wanna start there, or Alder Dorff?
- Yes. I think my report is going to be short because I'm going to have to-
- [Man] Dave, you're gonna have to be right in front of your microphone, I think.
- Okay. Can you hear me?
- [Dorff] No, I can't hear you at all.
- Can you hear me?
- [Man] It's better, but a little more right in the middle would be better.

- All right, here. We're going to be. I'll be the camera man, how's that.
- Okay.
- All right. I feel like a news host here. Okay. So my report is simple. It's not done. So I cannot report on the recommendations at this point in time. It's close, but there's one major thing is I always bring these in front of our director before I bring them to committee. And our director is actually on vacation right now, deer hunting. So that's item one. And item two, the report really isn't done. So we've got two items there. However I do. I have some information. If there's questions on things that were investigated or researched, I can certainly respond to that, but I do not have a staff recommendation at this time.
- [Dauplaise] Well, would it be okay if I just give my 2 cents as a person who lives in that area?
- Yes, but we'll need to open.
- Yeah, I will enter. Hold on one second. We're going to have to suspend the rules to allow you to speak, sir. So entertain a motion to suspend the rules for interested parties to speak.
- So moved.
- Motion made, do I have a second?
- Second.
- Motion made and seconded. All in favor?
- [All] Aye. Okay. You've got their name and address, Dave.
- I do.
- Okay, go ahead, sir. When you're ready.
- [Dauplaise] All right. My wife Bonnie and I live just off of Church Road. Two houses. And the concern, I guess, is that there's been a lot of houses built on Church Road over the last two years and Church is a much narrower road than any of the other roads that make up the block. So that'll be Nicolet on the west, Scottwood Drive on the south, and Sussex on the east, and with Church being the northern boundary. Church is exceedingly narrow. It's got about an 18 inch gravel shoulder and the road bed itself is, it just gives you the impression of being very narrow. But with mailboxes being on the north side and houses on the south side of Church Road, there's just not a lot of room there, either for pedestrians, bikes, people to park their cars. It's just the 40 mile speed limit on Church, which is higher than Nicolet, and higher than Scottwood, and higher than Sussex, just seems out of whack a little bit. And just concerned at the safety as these houses continue to be built, it seems the issue is becoming more and more an issue. So I would, certainly getting more busy as well, but I was, I would certainly urge the committee to consider dropping the speed limit 40 to 35, if for no other reason than the amount of pedestrian traffic on Church Road is growing. I don't even walk on there anymore because it's that scary to be on that road, which means I take a different road.
- Okay. Thank you, sir. Did your wife wish to speak to an item? Okay. All right. I don't go to anybody else for that item, so, okay. Entertain a motion to go back to regular business?
- I would maybe offer that the Alder, if she.
- Oh, okay. Yeah, go ahead, Alder Dorff.

- [Dorff] Thank you. I still couldn't hear but I assume that's what he said.

- Yes, go ahead, Alder Dorff.

- [Dorff] Thank you. I apologize to my constituents out here. I've been working on this for years. I told them that it would be done by now. I was sure it would be done by this meeting. Since the study's been done several times before, I didn't think it would take much to do another study. I feel very invested in getting this down to 35. The main reason being that with Dave in the past, when he said, "Nah, it should really stay at 40," because that was before those houses were built and now it's a very, very different road. It's a different area. It's very, very residential. Children, bicycles, dog walking. So while I support it, and agree with the chief engineer prior, I don't know what he's thinking right now. So I can't whether I support or agree with it, but I do want you to know I'm upset and I'm frustrated that this isn't done for this meeting. And I understand that it can't be, so it really doesn't matter how I feel. Once again, I do apologize to my constituents. I'm sure some of them watching us, some of them wanted to be on at 5:30 and were trying to messenger me or text me, but what can I say. I guess we'll be back again December 20th. And that we will have some answers from Dave and from the committee. And then it will still have to go to consult, which won't be till January. So it's not gonna happen right away. But, that's all I have to say. Thank you.

- Okay, thank you Alder Dorff. Dave, anything to add at this point?

- Nope, I pretty much said where we were at with it, so.

- I guess I would either, first of all, we should get back to regular business, so.

- So moved.

- Motion to go back to regular business. Do I hear a second?

- Second.

- Motion made and second. All in favor?

- [All] Aye. Okay, so we're back to the regular business. I guess we're looking at moving this item to December, then? David, would that be fair enough?

- I'd say postpone.

- Postpone until December. Okay.

- I thought that was-

- I typically take December off, Alder Dorff, but this is not what you wanted to hear either, I see.

- [Dorff] And Dave, in a sense it doesn't matter because city council's not gonna meet after December 20th. So whatever, just remember that when you're voting, okay?

- Okay. Thank you. Yeah, it's just a bad set of circumstances, this meeting today, all we can do is apologize and wish there was more we could do if Dave is not quite ready. So let's postpone until January then. So I hear a motion to postpone this item to January.

- I make a motion to postpone item four until January.

- Do I hear a second?

- Second.

- Motion made and seconded. All in favor?

- [All] Aye. Thank you. Motion carries. Go back to general business report by the Green Bay police department on the October traffic enforcement unit traffic safety plan.

- I'll defer to Lieutenant Sobieck.

- Okay. Can you hear us okay over there, Mike?

- I can hear over there, but so they can hear on my-

- No, but, okay.

- So has everybody, everybody have, this was included with the packet, did everybody get a chance to look at it? So what I've done is created a traffic safety plan. That is a way that the police department can share with Alders, citizens, police officers, anybody really, what the police department identifies as traffic safety concerns and what the police department is doing to address those concerns. It basically just goes through month by month. So we're in the month of November. So we're looking at the October 2021 crash data. And it just goes through the 12 motor crashes, breaks it down between fatalities, hit and run accidents, property damage accidents, and injury accidents. Further breaks it down by days of the week. And then it goes into the traffic stops by officers, not specifically the number of citations or warnings, but overall traffic stops. And October through today had 738 traffic stops. So the officers are out doing traffic enforcement, even though a lot of times, citizens don't see that, we are actively out stopping traffic and trying to make the streets safer for everybody. Then the next portion of the report is taken from community maps from the state based off of past crash data. And there's five hotspots, so to speak, that the software identifies as problem areas in the city for a selected date range. So every month, those areas are gonna be for the upcoming month. So these highlighted areas are what the software identifies as problem areas for the month of November. So those are the report, it's pretty self-explanatory. And then the last page has the most recent complaints we had within the last month, traffic complaints, as well as some semi current speed board data. I say semi current because some of them were a month or two old. So it's not everything from October. I had to pull from a little farther to get a little more data for those. So this helps people or officers that may be strapped on time to where we're giving them hotspot areas. These are the five areas. If you can't enforce traffic at any other areas, at least these five areas in this report, if you focus your efforts on those areas, it should reduce crashes or the citizen complaints. Here's this citizen complaints, focus on those areas, or the speed board data. So we're trying to take the limited resources we have and put them in these areas and where they can reduce accidents, fulfill the citizens complaints and use speed board data to show that these are the hotspot because this is where essentially you get your most bang for your buck for enforcement wise. So that's the plan in a nutshell. And every month a new plan will be brought to the commission for the current month. And it's also to be added to the Green Bay Police Department's website for anybody to access.

- The general public can access-

- Correct.

- Where the spots are. The numbers are telling you the problematic areas, so okay. That's good.

- Question, are the hotspots being derived from the community maps website?

- Correct.

- So the hotspots are based off of crash data. Reportable crash data.
- Okay. Is there a particular flags that you're looking for? 'Cause I know that under that website you can flag multiple criteria.
- It's with no flags, it's just any reportable accident, but yeah, you're correct. You can do the certain flags, but for this report, I'm doing no flags at all. Just recordable accidents.
- [Dorff] Thank you for putting this together. It's great information.
- You're welcome.
- Any questions of the Lieutenant?
- I believe we had one person that wanted to talk on this item.
- Richard Perin.
- Okay. All right.
- Motion.
- Okay. I'll entertain a motion to suspend the rules for interested parties to speak.
- [Perins] May I peak to this?
- One second, Richard. Entertain a motion to suspend rules for interested parties to speak.
- So moved.
- Motion made, do I hear a second?
- Second.
- All in favor?
- [All] Aye.
- Motion carries. Okay, go ahead, Richard, you can may speak.
- [Perins] Hi, actually, there are two parts to this. The first being how do citizens put up a complaint so that it would be entered on this safety plan that you just put out, sir, and then I want to speak to what's being done out of the ARP funds or whatever, the American Rescue funds for the traffic areas. What has been put up to be purchased or used, or the items that we could put in there. So those are the two issues that I'd like to see addressed. I've called multiple times, and I don't know if my complaints are being registered correctly. And if I really wanted to complain, I'd complain at least five times a day on the street I live on and I don't know that's worthwhile or if I just become a noisy tin can, I really don't want to be that.
- So, we get the complaints from two different ways. The officers can add the complaints to our reporting program that we call VERT, in the second way, so officers import complaints, whether they talk to citizens, get phone calls, emails, that's one way that they can put them, the other way we get the complaints is through the city's request for services website. So any of those complaints that are flagged for traffic get added to this as well, so.

- [Perins] So how would I contact an officer or email them? It would be nice if this was laid out on your site or some site. How the citizen can actually just access this.

- Part of that, our website for the traffic enforcement unit is outdated. And part of the safety plan is to have that updated. So it is in the works to update that. So it's more current and relevant and easier for people to access so.

- [Perins] Who would I call?

- The traffic enforcement unit has a phone number. And so

- Okay, all right. That's going to be included on there as well, as well as the request for services website from the city. So all three of those will be on the website, that's in the process of being updated, it just isn't updated yet.

- [Perins] Okay, very good. Thank you. That helps me on the first question.

- For the second question, the ARPA funds, we have a list of unfunded needs that the police department has. And with that speed boards are one of the items that are on our list of things that we'd like to get more of. Moving radar units, we've got a donation we're doing more. Or we got a donation to install five more units in our squad cars for technology-wise, so we can get some better equipment. Laser units for traffic enforcement. We're getting more units of that. So we're spending more on technology that can help officers stop some of the problems. I think one of the other, one of the other things.

- [Perins] Put out a list, sorry. Are you going to put out a list of what exactly you're purchasing? I had sent in some, pulled some information off about different types of speed boards and things like that. I left them at the police department, attention Captain Allen, I believe, but I subsequently emailed you, and asked if you could check in with him about those issues.

- Yeah. And I've got that. I've got that. And I'm looking at it yet. With the speed boards, I agree that it's a good tool. One of the things we're looking at is getting a trailer and a solar pole unit. So we can use these units in the winter time because the ones we currently have are powered by battery life. So as soon as it gets cold out, the battery life drains significantly. So we are looking for ways that we can improve our enforcement efforts by using technology. Some of the things I think are more on the engineering side, like the feasibility of using rumble strips, I know that was included with your package, and that would be something that I'd have to direct to civil engineering on.

- [Perins] And that would be a last ditch effort. I would not want to impose that on my neighbors or myself, but at the same time, we've got to get some sense of civility back into our neighborhoods. Racing up and down the streets is not not what I think ought to happen. So I appreciate very much that you have looked at those things and they're moving forward too. There are some good pieces of equipment out there where you can warn people. I don't know if you can put out your own message. But if someone was 15 miles over, I'd love to see it pop up as "Really?"

- Yeah.

- [Perins] You know, just, help me out. Thank you, sir.

- You're welcome.

- [Perins] I appreciate. That answer my questions.

- Thanks.
- [Perins] Thank you to the committee.
- Okay. Thank you, Richard. Any other comments for the Lieutenant that
- [Gerlach] I would just like to say something to Richard. I want you to know that I am happy to help any citizen learn how to use the city website to report a concern. I push them all the time because it's open 24/7 and you don't have to wait for someone to answer the phone. You're not interrupting anybody who's doing their work, and it's so easy. I will walk you through it on the phone. If you are interested. I'll help anybody learn how to use it. Just wanted you to know that.
- [Perins] Thank you, Lynn. It should be easily understood and not have to go to you.
- [Gerlach] Okay.
- [Perins] Thank you. Thank you.
- Okay, let's go back to regular business. Entertain a motion to go back.
- So moved.
- Motion made
- Second.
- Second. All in favor?
- [All] Aye. So we're back to regular business. Thank you Lieutenant.
- You're welcome.
- Receive and place that on file, Dave?
- That would be appropriate.
- Hear a motion to receive and place Lieutenant Sobieck's report on file.
- I make a motion to receive and place Lieutenant Sobieck's report on file.
- Second.
- Thank you. Motion made and second. All in favor?
- [All] Aye.
- Motion carries. We're on to item three, initial request, consideration for possible action. extend the no parking zone on the west side of, I'm going to butcher this one, Phasianus Street, from the sidewalk connecting the street with East Town Mall to Sun Terrace. Dave, do you wanna start there or Alder Gerlach?
- Let's start with the Alder.
- David can take care of it.

- Oh, okay. That's fine. I know I put a summary into the agenda packet on it, but predominantly what's going on out there is there's a mailbox kiosk that's on the west side of the north end of that roadway. There is a relatively new condo complex. I believe there's four condos in it. And the driveway is, in essence it's an extension of Sun Terrace. So what's happening is there's some vary between that driveway and the catwalk, or cut across, or I guess you would just say connector route sidewalk between East Town Mall and Phasianus Street. So in looking at that, we normally do not just out of, just generally, just start putting up no parking between sign zones all over the place. If that was the case, relative to mailbox blockages, we'd have signs all over the place. So what we try to do is try to work them out through multiple different ways, but sometimes you also find that there may be multiple things you're trying to correct as well. So when I looked at this, even if the mailbox kiosk isn't there, I think what you have is a potential safety issue with people using that connector route between the mall and the street. And if a car is parked there, I just don't think it's a good idea. And oftentimes they probably would be parked within the four feet, which is actually a regulation. It's a long seen regulation in our city. So I think we would be using the phrase killing two birds with one stone. I think we could probably achieve that with a short no parking here to corner zone that would be just north of that connector sidewalk and to the northern terminus of Phasianus street. That should cure the issue. I do know, and I want to just make sure since, Alder you're on online with us, you had made mention, or maybe it was your constituent directly about, I think it must've been Sun Terrace, maybe the north end as well. I want to be real clear on this. I think that we really have two separate issues going on. When I looked at that one, that one to me is a really easy one to take care of. If anyone parks in that area, there's already two ordinances in our muni code that would address that. Number one, there's a fire hydrant there, can't park next to a fire hydrant. And the space is so small there that you will not even be able to fit even a smart vehicle or motorcycle in there. And number two, technically our parking enforcement staff could cite them for obstruction of a driveway. So there's actually two ordinances that would be relevant to this particular item on that. And I've already alerted our parking staff to that. And I'm presuming that the issue, if it's not going away by now, it will be shortly. So I just wanted to address that secondary issue that was brought up on that. I guess I wasn't really clear on when we had that exchange, 'cause I thought I somewhat addressed that in the initial response, but I don't know if that was necessarily clear. But I can guarantee you that our parking staff has given me the thumbs up that they're putting it on their enforcement list. And anytime we enact new parking laws and regulations and zones, it's standard practice, that I also advise them to go on an enforcement effort in order to gain compliance. It's a new regulation and not everyone's going to know about it and all of that. So we'll put up the sign, if indeed the traffic commission agrees tonight, the signs would go up and have a 90 day trial. That's all I have.

- [Gerlach] Can I just tell a few things to the committee?

- Certainly. Go right ahead, Alderman.

- [Gerlach] Normally I'm just really interested in, just in ordinances, but I do want you to know that this constituent is a native of Green Bay, she's a senior citizen, she walks with a Walker. She and her husband just sold their house in Arizona. They moved back to Green Bay, and three weeks after they got here her husband passed away. She wanted this condo. If you go there, it looks like a really nice neighborhood. It really looks pleasant. And she has had nothing but trouble. She just emailed me today and said, "Somebody's parked in front of my driveway, blocking my driveway." And then I called about it, are you talking Dave, where Sun Terrace and Phasianus come together, that's where the fire hydrant is?

- Correct.

- [Gerlach] Someone parks there all the time and it's their next door neighbor. I mean, she knows who it is. This woman and her neighbors have had to... Even if the mail's been successfully delivered people park in front of those mailboxes and they have to shimmy in between the mailbox and the car parked to get their mail. And this woman walks with a walker. It just makes me furious. She's having problems with garbage. So I'm going to ask for a permit to have her garbage picked up from her garage. There's litter all over, she just emailed me

today and said on the terrace down the street. it's just untenable. She says, " Give up, I'll just get out of here." And I'm just determined to make things work for her. So please do whatever you can. Not only to make sure this is a no parking zone, but to enforce it and enforce it and enforce it until those people learn they can't park there. Thank you so much.

- Okay. Thank you Alder Gerlach.

- Move approval.

- Motion to approved. Do I hear a second?

- Second.

- Motion made and second. All in favor?

- [All] Aye.

- Motion carries. We include the numbers. Informational meet and greet with police chief. Chris Davis, you're on. Thank you for persevering with us tonight.

- Did you want to join us, join me at the table?

- [Davis] Sure

- I'm going to have to turn my laptop around. You get the same seat as Lieutenant Sobieck.

- I'm Commissioner Chair Kuepers, I don't know if you've met, I know we have not met, but I know you probably recognize Dave.

- We've met.

- I've been up at PD a couple of times. I think we've crossed paths.

- [Davis] I know some of these, some of these folks on the zoom screen here. Hi Alders.

- So this is Commissioner Melissa Flucke whose been with us a few months. Dan Theno, been quite a few years. And then Alder Stevens is the council representative to us.

- And then we also have Kasha.

- And Kasha Huntowski who is, virtually.

- Hello.

- And then I can't think of.

- Patrick Sorelle is the one excused, or absent.

- I can't think your first name, I'm sorry. from the city. behind you there, so.

- Yeah, I've heard of him.

- Well, welcome. It's nice to put faces together, and take a little bit out of your time. Sorry, didn't quite work out as smoothly as we would all like. Usually our meetings or 15 minutes to a half hour, hot button item, but for the most part we go pretty fast. I was just saying, I've been doing this for a few years as the chair, I've been on the committee. One of the things we hear constantly, I know Mike has heard this over and over, is speeding is an issue in a city, where it's probably the biggest issue in the city or whatever. And I know going back probably a few years or whatever the traffic unit kind of got downsized. Now I think it's up to four now.

- Four. Four now, or whatever, and I think it was 10, 12 more than that or whatever. So I guess from the commission, everybody else can have a little bit and throw some stuff at you but that's the one is, that's the constant we hear for the most part. You heard it from Richard Perins, who's been at the meetings occasionally, whatever. It's just an issue. So I don't know what resources, you only have so many resources in the city. What to do with that would be the one thing that I would bring forward and address that. I know Mike has done as much as he can with that. A good thing he had tonight was kind of identifying the areas where your officers, if they have extra time, which most of them probably don't have a lot of extra time, there's a lot of things going on. And that would be my 2 cents worth, for what I would share. I don't know anybody else has anything else they want to share with the chief here today.

- Yeah, I just echo what the chairman just said. I was a neighborhood association president on the east side for 11 years and I served three years as the chair of the Green Bay neighborhood organization, which is the umbrella organization for the 41 neighborhoods in the city. And I can tell you that speeding is the number one complaint we hear from neighborhood presidents. I live in a neighborhood that's sandwiched between Mason and Maine and three o'clock between three and five every day, my street is used as a shortcut between those two major thoroughfares. And it's really a very serious problem in the city. I know you have limited resources, and you're trying to work on the problem, but to me, that is the number one problem coming out of the neighborhoods, not just my neighborhood.

- I think we just lost our zoom.

- Did we really?

- It says, "The meeting has been ended by the host."

- Cool.

- What did you do to them?

- Went so wild. Information on here. I don't know what happened here.

- All done. Your account was set up successfully.

- Cool. That's a good-

- Oh, this is the mail thing I was asking you about before. So that's just inbox. Let's just make sure that, it did say zoom meeting ended, though.

- Yeah.

- We need another host.

- Well we do have this.

- They're still live yet.

- Right. And there's no.

- There's no more action items, too, so.

- I guess the only thing I'll, can I?

- Yeah, go ahead. Dan's a man of many words, are you done, Dan?

- I'll cut it off there.

- Three minutes.

- I have something, real quick, my passion, and I think another area besides speeding and traffic, is running, biking safety, and there's a lot of great trails around here, East River trail, Fox River trail, I love those, but there are still some streets that aren't super bike friendly or super running friendly. So yeah, that's my two cents, again. Just like any city. I mean, it's definitely improved. I grew up here and it's improving, but there's still some areas that could be even better.

- Yeah.

- Well, regarding me, obviously I'm not a commissioner, I'm more the technical representative and staff representative for Public Works. So Mike and I basically hear the same thing, but we just have to approach it differently. So I'll echo everything that everyone's saying in this room, that is probably the number one complaint that we get. I've been here since 2006 and this is something I recognize right away. And it has gotten progressively worse. I don't know if it's just the population's gone up. I don't know if it's we have less and less like licensed drivers. I don't know what it is. It's very behavioral associated. Because there's a lot of areas when you look at it from an engineering perspective and it's like, everything's up to snuff, you know? So, and oftentimes what happens is you have to work in the education realm, the enforcement realm, and the engineering realm. And sometimes, what I've learned is that you really can't just do it with enforcement alone. You can't do it with educational campaigns alone, and you certainly can't do it with engineering applications all the time either. It always seems to be this trifecta. It seems to be at least where I've seen the success stories. So I'm willing to work as much as anyone else, if not more. It's my life passion is doing this, solving these problems. But getting back to about two years after I started I finally convinced our director at the time, Carl Weber, that we need to have a neighbor a traffic calming policy. And this was something that people could, it's kind of like a complaint form, but it's more of a, Hey, we've tried to or it's a problem that's just coming up we're just trying solve these problems. And they can actually put in a request to see if they're eligible, if their street is eligible, for traffic calming measures. So very similar to, like we were talking about this Church Road study tonight, that we have equipment and it's different than what Mike has. Mike has what I would consider more of an enforcement tool. So sometimes the numbers you get from them may vary from what I get, but we use more. We just use different tools to get it. And we'll find out if these locations qualify or not. And if they do, they can progress along into this program. So over the years, we seen dozens and dozens of requests. I can honestly say we have never gotten to the point of actually ripping up the road or putting in actual speed humps. Not that we haven't put in speed bumps or speed humps, we have through other projects. And let's just say like in the University Ave and Festival Foods area there was a lot of roadway redesign that happened. And we ended up putting in some speed tables where we thought that there was some cut through traffic based off this significant change. We just re-installed some over on Farlin Avenue. And in my opinion, they work. I just actually did an AV comparison between literally they're just blocks away. And I did the calmed version of it. And I did the un-calm version, they were about 10 miles an hour different. And if you think of percentile speed, that's huge. That's huge, in my opinion.

- Sure, for every 10 miles of speed you go up you double the kinetic energy of a car, right, so.

- Then your deaths go up and serious injuries go up. Correct. So in a way I wish that more of it would happen, but it just hasn't. Even these projects, I don't want to say, they don't fall off the radar, they get done, but a lot of them don't meet the criteria. So, some of them are pretty close. Our criteria is 32 miles an hour, 85th percentile, and 35 miles an hour for 95th percentile speeds. So if they exceed that after enforcement efforts have happened, after educational efforts have happened, then you can go to that next step. We've never gotten that. I've done some trials. I did a full, not a round-about, but a traffic circle. We did that as a test at one location and actually didn't find speeds change mid-block. But that one, that was on Roosevelt street, just south of the Mason street. Other than that, it's usually just a matter of enforcement. Sometimes there's signing changes that we do. We'll look at it and we may be adding speed limit signs, tweaking things up. We've done that before, and I think to effect. One of the things that we've used as an engineering tool and we continue to in our newer designs is narrowing up traffic lanes. We've documented it that the narrower lanes, as long as it's not a truck route, actually do have an effect on slowing down speeds. So at least from an engineering perspective, I can say I'm a partner, and I'm definitely willing to continue that.

- Great.

- Any other comments for the chief tonight? We let you off pretty easy tonight, so. Thank you for coming and I appreciate you taking interest and coming out here tonight.

- Sure.

- On the committee for more than a couple of years, and this is the first time we had new police chief come in and sit in on it, so. Well, thank you for listening.

- Yeah, absolutely.

- Whatever we can do, as a committee commission, to help the police department, we're all about that, so.

- Yeah, I appreciate it. I think, you know, I have a little bit of a background in traffic safety, and particularly with regard to vulnerable road users and work with traffic engineering core as a Lieutenant in Portland's traffic division for awhile, and dealt with a lot of the same issues, just a little different scale, a lot of the same traffic calming efforts. So that's not new to me. Different road profiles and maybe what we're used to would actually move traffic better, and I know you're aware of, and also enhanced bike safety. I was a little surprised. One of the things coming I realized I've been a little spoiled with really bike-friendly.

- Portland's good.

- Yeah, it's not perfect, but it's pretty good. But with regard to resources for traffic enforcement, obviously we're pulled in a lot of directions in the police department right now. We have a lot of pressing public safety issues, including this one, that we need to be as efficient as we can with our resources with him. That's one of the reasons why I came up with our traffic safety plan that he described just to give us some areas to focus. Because if I just tell patrol officers, "Hey, go do traffic enforcement when you have time," that's not going to be as effective as, "Okay, here's the five most dangerous intersections in the city and behaviors that we're seeing that caused crashes there or here is where we're getting a lot of complaints about speed violations."

- Can I ask a question on those five locations?

- Sure.

- What exactly are you looking for, for enforcement? Is it just speed?

- I think at those, and Mike can talk more about specifics.

- [Sobieck] It would be any traffic violation in those areas. I think just mere presence in that area is going to change driving behavior. So if we can have presence and do any traffic violation in that area, I think is gonna have impact.

- Red light running?

- Red lights, speed. Yeah. Any kind of traffic control devices.

- I can tell you from looking at a lot of crash reports, especially in the last decade, I'm seeing a lot more that failure to yield right away as probable cause.

- Yeah. And those are your most dangerous crashes, right? Those intersection collisions and speed related collisions. And then again, when it comes to vulnerable road users, failing to yield to pedestrians in crosswalks, bike lane violations, that people that will drive in the bike lanes to go around cars, waiting to turn left, that kind of thing. But the upshot of all this is that we want to focus our limited resources, as Mike said, on the things that will get us the biggest return for investment in terms of actually keeping people safe. And we're fortunate in the city that despite the fact that we do, I mean, I see it myself. I see some alarming driving behavior in this town, so I believe it exists. But despite that fact, we're pretty lucky that our traffic fatality rates, as I understand it, are lower than the average for cities this size. I would like keep it that way. And I don't mind reducing it further. And then the last thing I will say is when it comes to neighborhood speed complaints, I know that gets frustrating for people because they'll make a complaint and they don't see us. And there could be a few reasons why that is. One is obviously we get a lot of complaints and managing that volume of complaints is hard with limited resources. The other is though that sometimes I think we could do a better job of feedback to people when they make a complaint. And so I've asked our operations folks to look at ways that we can maybe enhance that feedback loop to people so that they can go online someplace and just see the status of their complaint. And on our end, we can enter data about, "Hey, I went out and sat at this intersection for 45 minutes on Tuesday," because if you don't see us the inferences is that we weren't there at all, right. And it may have been you might've just missed us. And then also, the speed reader boards that collect speed data, because we know sometimes when we put one of those data collection devices in a place where we're getting a lot of complaints, we actually don't see as much actionable speed violation as the perception is. And it is still true that while I certainly respect anybody in our community who calls a speeding complaint, our officers need to have a legit reason to pull people over and take enforcement action. And so, gotta make sure that we're actually having a problem that we think we have because sometimes what we find is, and with the reader board, it's a little harder because you never quite know if it's the reader board that's actually having its intended effect and you're seeing fewer speed violations. But at any rate for me again, the bottom line is, I'm all in when it comes to traffic safety. Definitely, definitely recognize the importance of traffic safety.

- I think one of the things we hear is perception. People think somebody's going X amount of miles an hour, in reality, and kind of what you're alluding to there, is not really going as fast as what they think they're going or whatever. It's just.

- Yeah.

- It's kinda.

- But even that feedback, just giving them that feedback, we're doing something to address their issue instead of just it going off into the ether.

- I think Mike said, you enhancing the website, which I didn't realize you had a site where people can go in and report, and you also see what's going on. I think that is a good educational tool to get out to the masses or whatever. So, if people know that there's a spot that you can go and report it, you can see what's happening in the city. I think that's a great tool that you're working on, so.

- Yeah.

- Oftentimes you'll find it's just going to be a very small percentage of them. And we just had that one I sent you on and it really wasn't bad. The numbers are pretty favorable, but you see some outliers and it's those outliers in it. There are some residents that will be more sensitive than others and they know exactly who it is, it's some neighbor that's two blocks away. And 4:30 every morning, he's got his motorcycle and it's going 24 miles an hour, but it's loud as, you know. And sometimes it is that, and we find those as well. But then there aren't really are some documented serious problems on certain streets. And to me, those are always the most challenging, but most satisfying once you can resolve them.

- You're right. And that's where I want to focus our efforts. To places like that.

- Let me add one thing. A couple of years ago, we had a person going up my street about 60 miles an hour every day, every day. I mean, he was rushing to work and I contacted the police department. Well, what I did is I took a photo, I followed him, took a photo of his license plate, and sent it to my community police officer. And he got back to me and he said "Oh yeah, we know that guy. He's got 20 warrants out for violations of speeding." So it's not only an enforcement issue, but what about the court system? Is the court system putting priority on getting somebody that has 20 warrants out for failure to pay fines? That's the other foot that needs to drop. And I'm not sure if that's the county judicial system or where the problem is, but you shouldn't have somebody with 20 warrants driving around the city of Green Bay.

- Well, we can arrest people on warrants. That's certainly something that we would be willing to do in that situation where somebody is with warrant, warrant is in order from the judge for us to go take them into custody. So we can certainly help with that. Just people message. How long are they going to do the same thing again? You know they're under valid license.

- Yeah.

- Operating at a known location. How do you stop that? Education thing involved, That there, it's just not happening.

- Dan hit on that. It's a judicial system thing. You know what I mean? He can enforce all he wants, we can engineer all we want, but if at the end of the day, this person just gets out and violates again what have we solved? We have to get them off the street then.

- solve the problem for a majority of people, right. Unless you decide something else needs to happen.

- If we've got cases like that, though, we don't have a municipal traffic court, do we?

- Yeah.

- Green Bay does.

- It's just community court, they take on traffic. Yes.

- Okay.

- I mean, you sit in on that, don't you?

- All right. Any other questions of the chief? If not, like I said, thank you for stopping time tonight. We appreciate your time.

- Thank you.
- Thank you.
- Sure. And don't hesitate to reach out to.
- Okay, all right.
- Mike's pretty good liaison, so.
- Yeah.
- He hears it, so he knows what's going on.
- Yeah, well, I have already in the two months that I've been here, really come to appreciate Mike's work. We definitely have the right guy for the job.
- He's a good advocate for our committee, so.
- Don't tell him, I said that.
- Put your ear plugs in, Mike.
- for the next meeting. Monday, December 20th. Typically, Melissa, mention this to you, we don't usually have a December meeting. So I think we usually leave it open, Dave, if we get a hot button item that needs to be done. We will have a meeting, but typically we don't, we push everything off till January.
- Historically, I've been taking the week off of Christmas too.
- So we will plan that way and pencil for this for January or I'm sorry, for December and hopefully not, so. We can usually put off send me an email, like.
- We connect in early December.
- Make a decision not to have it, so.
- Okay.
- All right. Next I would entertain a motion to adjourn for the night.
- Move to adjourn.
- Are we adjourned yet?
- Seconded.
- Motion made and second. All in favor?
- [All] Aye.
- We're adjourned! Everybody have a happy Thanksgiving and Merry Christmas.