



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, MARCH 21, 2022, 5:30 PM

Virtual Meeting. Attendees and public may join via zoom.

A. ZOOM MEETING INFORMATION.

I. This item contains Zoom information, instructions, and a link to the Virtual Comment Form.

B. ROLL CALL.

I. Members: Chairperson Daniel Theno, Vice Chairperson Kasha Huntowski, Alder Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, Patrick Sorelle, and one vacancy.

Present and Voting: Craig Stevens, Melissa Flucke, Sargeant Sean Hamill (proxy for Lieutenant Mike Sobieck), and Patrick Sorelle

Present and Not Voting: Kasha Huntowski

Excused: Mike Sobieck

Chair Dan Theno left the meeting early due to internet connectivity issues. Vice Chair Kasha Huntowski took over as Chair.

C. APPROVAL OF THE AGENDA.

I. Approval of the Monday, March 21, 2022 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Patrick Sorelle, seconded by Melissa Flucke to approve the agenda of the Monday, March 21, 2022 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

I. Approval of the Monday, February 21, 2022 Traffic, Bicycle, and Pedestrian Commission meeting

minutes.

Moved by Patrick Sorelle, seconded by Melissa Flucke to approve the minutes from the Monday, February 21, 2022 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

E. REGULAR BUSINESS.

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

Moved by Craig Stevens, seconded by Melissa Flucke to receive and place on file the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

2. *Referred Back From Staff*: Consideration with possible action on the request by Commissioner Dan Theno to draft a letter of support from the commission to fill the vacancy left by former Commissioner Matt Kuepers with a licensed traffic or transportation engineer.

Moved by Craig Stevens, seconded by Patrick Sorelle, to approve the draft letter of support to the Wisconsin Department of Transportation and Brown County Public Works from the Traffic, Bicycle, and Pedestrian Commission to fill the vacancy left by former Commissioner Matt Kuepers with a licensed traffic or transportation engineer.

Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

3. *Initial Request*: Consideration with possible action on the request by Ald. LeFebvre and residents to create a safe pedestrian crossing of University Avenue between Danz Avenue and Clement Street. (Ald. LeFebvre - District 6)

Moved by Craig Stevens, seconded by Melissa Flucke,

A. To refer to the Improvement and Service Committee to install sidewalk on the north side of University Avenue from Peters Street to Clement Street

B. To refer to the Improvement and Service Committee to install a pedestrian crosswalk crossing the west side of the University Avenue and Clement Street signalized intersection

Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

4. *Initial Request*: Consideration with possible action on the request by Ald. Scannell to change the NO PARKING 7 AM TO 6 PM MONDAY THROUGH FRIDAY zone to a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the west side of Van Buren Street from Cherry Street to Pine Street. (Ald. Scannell – District 7)

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

A. To remove the NO PARKING 7 AM TO 6 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Cherry Street to Pine Street

B. To remove the 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the west side of Van Buren Street from Walnut Street to Cherry Street

C. To remove the 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Van Buren Street from Cherry Street to Pine Street
D. To remove the 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on both sides of Van Buren Street from Pine Street to Main Street
E. To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the west side of Van Buren Street from a point 90 feet north of Walnut Street to Main Street
F. To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the east side of Van Buren Street from Cherry Street to Main Street
Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

5. *Initial Request:* Consideration with possible action on the request by Ald. Scannell for a parking zone modification to allow bus loading near 611 North Ashland Avenue. (Ald. Scannell – District 7)

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

A. To remove the NO PARKING zone on the west side of Ashland Avenue from James Street to a point 130 feet south of Mather Street
B. To remove the NO PARKING zone on the east side of Ashland Avenue from Mather Street to Dousman Street
C. To remove the NO PARKING zone on the west side of Ashland Avenue from a point 75 feet north of Bond Street to a point 75 feet south of Bond Street
C. To remove the NO PARKING zone on the west side of Ashland Avenue from a point 75 feet north of Elmore Street to a point 75 feet south of Elmore Street
E. To remove the NO PARKING zone on the west side of Ashland Avenue from Kellogg Street to a point 80 feet north of Kellogg Street
F. To remove the NO PARKING zone on the west side of Ashland Avenue from Dousman Street to a point 300 feet north of Dousman Street
G. To remove the NO PARKING zone on both sides of Ashland Avenue from Dousman Street to south city limits
H. To establish a NO PARKING zone on both sides of Ashland Avenue from the south city limit to Mather Street
I. To establish a NO PARKING zone on the west side of Ashland Avenue from Mather Street to James Street
Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

6. *Initial Request:* Consideration with possible action on the request by Ald. Steuer to discuss traffic safety concerns over the conversion from signalized to all-way stop condition at the intersection of Dousman Street and Gray Street. (Ald. Steuer - District 10)

Moved by Craig Stevens, seconded by Patrick Sorelle to open the floor for discussion.

Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

John Helf (1069 Dousman Street) spoke.

Moved by Craig Stevens, seconded by Patrick Sorelle to close the floor for discussion.

Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

Moved by Melissa Flucke, seconded by Craig Stevens:

- A. To install STOP sign and STOP AHEAD sign Brideside reflective post panels on all approaches to the Dousman Street and Gray Street intersection
- B. To refer to the Parks, Recreation & Forestry Department to trim any vegetation that may be obstructing street signs approaching the Dousman Street and Gray Street intersection
- Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

F. INFORMATIONAL.

I. Request by Ald. Stevens for a report by GBPD on 2021 traffic enforcement activities and recognitions. (All Alders)

2. Next meeting: Monday, April 18, 2022.

G. ADJOURNMENT.

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

Moved by Patrick Sorelle, seconded by Craig Stevens to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Melissa Flucke, Sean Hamill, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

VERBATIM MINUTES

- That's a good thing you were muted there, Melissa. Are we all on?

- Yeah.

- And Dan, I'm not seeing your video. I think you just hit the three dots and.

- What happened here?

- Hmm. Yeah your audio seems a little choppy as well.

- Okay.

- There you are. Now you're gone. So Dan, are you able to hover over with your mouse on your, where it says Dan Theno, showing like thumbnail of your video? You'll see a, the, a blue box with three white dots. If you select that and pull it down, you will see an option to start video. And you're also muted. Dan, can you confirm that you heard those instructions. Kasha, if the technical difficulties continue with Dan, you may end up chairing.

- All right. You'd have to bear with me if I have to, but no worries.

- So we see Dan that you're connected, but I see that you're muted and there is no image. And I have not heard you in probably 90 seconds at least. I think we may have lost him.
- I think we could move forward. And when he gets back on, then he can take over.
- Let's double check to see what we have for quorum here.
- There's four of us here. There should be five of us here.
- Right. We still would've quorum even without Dan.
- Okay.
- But we can't.
- All right. Well, to make sure that doesn't happen, I'll just kick off the traffic bicycle and pedestrian commission meeting for March 21st with roll call. So I'm here. Dan Theno hopefully is back on. Craig Stevens. Alder Craig.
- I'm here.
- Here. Lieutenant Mike Sobieck.
- [Sean] He's on vacation but Sergeant Sean Hamel is here.
- Oh, thank you for coming. And then Melissa Flucke.
- Here.
- Patrick Sorelle.
- Here.
- All right. And so we'll move on to the approval of the agenda for the last or for March 21st, 2022. Does, do I have a motion to approve the agenda?
- Make a motion to approve.
- Second.
- Perfect. And then we'll move on to approval of the minutes. Do I have a motion to approve the minutes? If no one sees any changes that need to be made for February 21st?
- I'll move to approve.
- Second.
- Excellent.

- Okay. Am I on here?
- Yes. I'll add you to roll call here, Dan. I made it through everything. You're on the irregular business.
- Oh, we had a first and a second. Now we need to prove the minutes.
- Oh yeah. First and second. So minutes are approved and I'll hand it back over to Dan.
- Good job Kasha.
- Move it along, move it along.
- Dan's muted again. I don't know if the same thing happened.
- Well, I guess, I will just keep talking until we can hear Dan. For irregular business, is everything the order that everything is in okay or is there anybody on that we would wanna move anything around for?
- Aye. I'll just interject on two things. I've talked with both Alders Lefebvre and Alder Stoyer today. They both are attending other meetings, but are going to try to get in on this meeting. So they've asked their items to be pushed as far down as possible. They may not need it, but they just want to be able to attend to their items. And so if they need to be pushed, I guess it, they can be pushed as we move along to meeting. Cuz it looks to me like, I mean, hers is item three and then-
- His is last. So, all right, well we'll go just onto one: General Business; the Report by Green Bay Police Department on the Traffic Enforcement Unit Safety Plan. And that's gonna be I'm guessing Sergeant Sean Hamel.
- [Sean] It is correct. All right. All right. So we have the... Hold on, I'm trying to pull this up, to see if the video will come up correct. All right. So this crash data we had this week, or this month, 240 total crashes, zero fatalities. We had one close one on Broadway, middle of the night, intoxicated male, crashed into a tree. All right, I personally went out and did a reconstruction on that one, male ended up not surviving just with some serious injuries, but we had 40 hit and runs, 230 team property damage crashes and 27 injury crashes. So in hotspots, Mason and 41, it's a typical hotspot one for us. Some of the areas we're gonna be focusing on this month, Packer and West Mason, which you know is one that's slated for a redevelopment redesign coming up. So that should helped with that in the long term. Mason and Military, Baird and Maine, as well as Baird and University, that whole area right there. Webster and Mason, which you know, the one we had. That was last month, there was another hotspot for us in that same area. And we've been working on some during the day, some special enforcement there. Lymm Keon and Mason, as well as Lymm Keon and Main, that whole area. Complaint wise as usual speeding is the main complaint that we've had from the elder man, as well as citizens. And we've been focusing on that as well. And then a special advisory this month that we're trying to focus on is the school zones. So we've been putting traffic officers out there and stressing that to the day shift officers as well during discretionary time to focus on the school zones, keep the kids safe there. And then as far as in addition to our traffic officers, we've also been, most days of the week, we'll direct our day shift officers to the hotspot areas. The ones that I listed there we'll pick

one for the day and during their officer discretionary time, try to focus on that area for specific issues, out with the main goal of reducing crashes. Right. And we got any questions on that stuff?

- No, just thanks and keep up great work.

- You're welcome.

- And guess I will, I will... Do I need a motion to put this on file or can I just put this report on file?

- I'll make a motion to receive and place on file.

- Excellent.

- I'll second.

- Thank you.

- Hey, thank you.

- All in favor say, "Aye."

- You're welcome.

- I say, "Aye."

- Aye.

- Aye.

- Thanks Craig.

- Closed. Motion carries.

- Perfect.

- Brush up on my Robert's Rules for next time Dan's computer doesn't work here. The second one is we're gonna move on to refer back from staff consideration with possible action on the request by commission draft, a letter of support to fill the vacancy left by commissioner Matt Kuepers. Does anyone have an update on that?

- I have added to the agenda packet, a sample letter, one that I've drafted up and I briefly spoke with commissioner Pino and just wanted to get his take on it and he thought it read well. So with that, unless you have some modifications would like to see to it, I make a recommend to approve of it and then I can move forward and just send this letter out. I would be sending it to Wisconsin, Northeast regional office, the director, Clay Harris, and then over to Brown County Highway Department and to director of Ekio.

- I just had a couple of follow up questions. One of 'em was if we support this letter, then is that saying like in the future for vacancies, we're also wanting another engineer? And then my second question is, do we know if anyone else has applied for that position? Like how does that typically work that we get to a look? Are we a part of getting to choose who that is?

- The way that it works and actually in the letter, I briefly addressed that and there is a website that we have for board member application and the hyperlink is provided in the letter and anyone that would like to apply, they can in essence, complete the application. And it goes to the mayor's office. Mayor's office reviews it and will, if they deem it necessary, they will, or if they want the candidate, they'll put it on a common council agenda for an appointment to the TBPC in this case. So it's a streamlined process. It really hasn't changed much over the years, other than now that since we do many things electronically, that now this application is now available online, but once it actually gets to the mayor's office, mayor reviews it. And if it proves once, once it has an appointment that gets on common council's agenda for appointment.

- Okay. I was just curious, cuz I know someone who applied and I was wondering if we were part of that, but it doesn't sound like it.

- Correct.

- Right.

- So traditionally how long would we wait for applicants?

- It's always kind of an open enrollment so to speak. Sometimes they get filled right away. Sometimes at least in the number of years I've been staff representative for the commission, I mean, there's been times where we've had two and I think actually up to three vacancies outstanding. It really just kind of depends on really, the interest of the community. It can really change from year to year. So I've seen it both ways where vacancies will be there and we have pretty much have all vacancies taken care of and there's no vacancies available.

- Excellent. Any other questions on that? So as I'm gonna ask someone to make a motion to let this get sent.

- I'll make a motion.

- I'll make a motion to approve the letter.

- Excellent.

- And I'll second that.

- Okay. All in favor?

- [All] Aye.

- Anybody opposed? Excellent. So that will move forward here. Now we will... Is Lefebvre on? Is Alder Lefebvre on yet? Do we see?

- I'm not recognizing the number. I I see Alder Stoyer is on. He is a 6033 number.
- Okay. And then yeah, so I don't think she's on so we can push that one and see if she can-
- I think we gonna have to move up to the end.
- And someone's making a motion to move that.
- I think I heard Craig make a motion. Is that correct?
- I did, sorry. Yeah Hansen.
- Can we get a-
- Second.
- Second from Melissa. Excellent. So we will push the third item and move on to number four. Initial request, a consideration with possible action on the request by Alder Scanor to change the no parking 7:00 AM to 6:00 PM, Monday through Friday to a three hour 7:00 AM to 7:00 PM. The Friday Ambien from Cherry to Pine. It is "Scandal" on by any chance? I don't think so.
- I don't recognize any of the numbers, but I did have a conversation with them.
- You wanna let us know what you think about this one David?
- Yes. So if you recall from last discussion, we weren't sure about roadway widths. If we could have parking on both sides of the street. So, I did evaluate it after the meeting and determined that we do have enough roadway width to support parking on both sides of the street. And you know, his request is really looking for more consistency and it is at the request of the neighbors that live right next to it. So, with those two conditions and knowing from an engineering perspective that we have, I think an acceptable proposal on the table, I will make a recommendation that on a 90 day to remove the no parking 7:00 AM to 6:00 PM, Monday through Friday on the west side of Ambien street from Cherry Street to Pine Street and establish in its place a three hour 7:00 AM to 7:00 PM, Monday through Friday parking zone on the west side of Ambien street from Cherry Street to Pine Street.
- Make a motion to approve what's recommended.
- Second.
- All in favor.
- Aye.
- Aye.

- Has anyone opposed? All right, we'll put that recommendation through then. Number five, consideration with possible action on the request again, by Scanor for a parking zone modification to allow bus loading near 611 North Ashland Avenue.

- I did also, as part of that conversation, with the Alder, discuss this item, but I'll back up even a step further. Actually the requester that lives at that address, had contacted my office probably two, three weeks ago with this identical request. So he had explained that he has a disabled son, the son gets picked up by a medivan and there happens to be vehicles that are parked on the street in front of his house from a nearby day and this blocks his access for his son to get picked up. So obviously I saw the issue there, but there's really kind of two things going on. It really works out kind of in actually the op, or the requester's favor and in part works favor because this is one of the last areas in the city, if not the last area in the city, that of a four lane divided roadway that actually has parking on it. And you may ask why is that such an issue? It's an issue because it's giving conflicting messages to motorists. You're showing them that you have a marked travel lane on a roadway, but then again, then they encounter stopped vehicles. And obviously they wouldn't have flashers on or anything like that. So there are these pockets of this north of Dousman Street that are there. So really what you have, it's really the west side of the street. And for that, I think it's three blocks between Dousman and Mather Street that you'll see a number of longer, no parking here to corner zones and then just unrestricted parking. So, again, this is kind of one of those win-win situations, where, the applicant would get what he needs because in essence, if we establish a no parking zone that is by statute and municipal code would become a loading zone. So, I just instructed him that if this does pass, that the, as long as the bus stops in front of the house, puts its flashers on, he's in attendance of the vehicle. That that is not an illegal activity and is quite acceptable for the loading and unloading of this disabled child from this address. So, with that said, I do make a recommendation that, and again, this parking related, so on a 90 day trial, that we would remove all of these no parking zones that are on the west side. So you've got front west side of Baird Street to a point 130 feet south to Mather removing again, west side of Ashland, point 75 feet north of Bond Street to a point 75 feet south of Bond Street, doing the same thing by Elmore Street. There's a 75 feet north 75 feet south. Kellogg Street. We've got it 80 feet north of Kellogg Street, to Kellogg Street. And one more is Dousman Street to point 300 feet north of Dousman Street. And this one's a little bit longer because it's a synchronized intersection that they're approaching. And then finally, what we would do is remove the no parking zone on both sides of Ashland from the salt city limits to Mather. Now I know that sounds really long, but all we're doing is reestablishing. And then the final zone would look like this, establishing no parking zone on the west side of Ashland from Mather Street to James Street and reestablishing it on the east side as well. So, that really should... If you were actually following this in the agenda packet item eight should actually be on both sides, not just the west side, it should be both sides of Ashland avenue. And again, this is more for consistency purposes for the classification of the roadway and the way it's marked on the pavement.

- I'll make a motion to approve what's recommended.

- I'll second.

- All in favor?

- Aye.

- Aye.

- Anyone opposed? All right. Perfect. Well, we will put the 90 day trial on this section here. We'll move on to number six.

- Hold on. Is Dan back?

- Dan, can you hear us?

- Why does he keep muting?

- Yeah. Oh, if you can unmute Dan, I mean, that would be great. Yeah. We're not hearing anything.

- All right. There's no, Dan, I'll just keep going. Consideration with possible action on the request by Alder Stoyer to discuss traffic safety concerns over the conversion from signal to always stop condition, at the intersection of Dousman Street and Grey Street and Stoyer is on. So Stoyer if you'd like to give us little explanation.

- Hello. Am I on?

- Yeah, we can hear you.

- Yes. You're.

- Oh, okay. Boy, I'll tell you. I'm navigating two meetings right now, and this is not my agenda item is up right now, too. So for the other meeting, but I'll just briefly mention that I've been in touch with a citizen, a Jon Helf, who lives on the Southeast corner of Dousman and Baird Street. And we've talked a little bit about situation that is going on on that intersection. More or less safety issue. And over time we had traffic lights there. Now we don't, we have a 4-way stop. And there are folks that have been complaining about people running the stop sign or rolling stops or speeding or just not taking care on that. And I know we went through a long along setup over time with engineer Hansen on this, talking about how expensive it would be to have lights there. We have the four stop signs. There has been talk about maybe getting red flashing lights on each of these stop signs to help with people. So they will navigate the stop rather than rolling through. It is a fairly busy area. You've got some schools nearby and you've got a swimming pool nearby. So anyway, I, more or less told the folks at the next door app, there were a number of folks that might be in the meeting right now, that we would just talk about this and just talk about some possible solutions if at all and 90 day trials, if need be. So anyway, I'm gonna just make that statement and see, I have to get into my other meeting right now. So, I'll try to be on and I'll try to speak where I can, but we're just looking for potential solutions to a problem that I think that might be cropping up right now. And some of the citizens might be able to help you with that.

- Vice chair, I have a question for the Alder.

- [Stoyer] Yes.

- Okay. So Alder Stoyer, you stated that the residents are stating that people are just driving through the stop sign. Do you know what time of day?

- Well, it varies, I mean, Mr. Helf lives in that area, but it's probably earlier in the morning, it could be anywhere from seven to nine in the morning or after school, that type of thing. It's not consistent. I know the police have been over there occasionally, but you know, for the most part, I haven't heard a whole lot of complaints, but it just seems recently that I've had a number from citizens and I don't have a completely solid set of at, of the times that these are happening. I might have to ask some of the citizens about that. But, it seems like with norm mid mid morning, then toward the end of the school day and work, people coming home from work, that type of thing, probably more, I don't know.

- I, I ask you the question due to the fact, three weeks ago, on a Saturday morning, I drove through there within an hour between eight and nine in the morning, and both vehicles in front of me, you just blew right through that stop sign. So, I feel like it's probably more of that seven to nine o'clock theory that you're talking about.

- [Stoyer] Yeah. Well, like I said, it's just my calculated guess on that right now. So, anyway, I might be dipping into my other meeting in a minute, but I'll be here to testify further if need be, but you might wanna open the floor to see if some of the citizens might wanna speak to this as well.

- Sure. Nice. I assume you would also like us to instruct the police department to do more enforcement in the morning hours, especially over the weekends.

- Well, yeah, that would help. And you know, like I said, ask some of the citizens what their feelings are on that, but I would say that would be helpful.

- Sure Alder.

- So that would be helpful. And then also to look at the possibilities of stop sign, I think sometimes the people just don't see 'em and there is a tree that kind of blocks some of the sign, so there might be a little bit of cleanup that we have to do on a tree or two.

- Okay.

- [Stoyer] So that's one thing. So, I would have the committee talk to the citizens about this and, if need be, if we can do a trial basis or I I'd like to know what the costs would be to direct, Dan Theo Hansen could talk about that. Far as potential costs for, maybe flashing red lights on top of a stop sign. That could cause a problem too. Some neighbors might not like it, but we're just looking at small alternatives here.

- All right. Thank you Alder Stoyer.

- Thank you Alder Stoyer.

- [Stoyer] All right I'm gonna for a minute 'cause I have to get into my other meeting, but I will be here in case somebody needs to talk, just be patient with me. Thank you.

- Thank you. Do we need to do more? Cause I can see some of the citizens are in on the call.

- Sure. I'll make a motion to open the floor.

- Second.
- Excellent. I can for sure see the Jon that Stoyer was talking about. If you have any comments.
- [Jon] Yeah, I am here. Have you... Can you hear me?
- Yep.
- Thank you.
- Jon real quick before you start. It's common for, and this is kind of for Kasha, for running the meeting is just state name. I got the spelling it looks like from your zoom and then.
- Okay.
- And then an address please.
- [Jon] Jon Helf. I live at 10 Street. City's corner of Gray area Dousman. And last spring-
- Jon, one moment please.
- Yes.
- Alder Stoyer, can you please mute. Or Dan can you mute him or Dave I mean.
- I'm trying to.
- Okay.
- Here he goes.
- Okay. Go ahead, Jon.
- [Jon] Okay. Last spring, when the lights were changed around to just the 4-way stop, I just became aware of vehicles, just ignoring the stop signs and going straight through. It was very concerning to me and I weeks retired, so I had time to actually observe this and to my shock, it was just, it was just against everything a safe driving practices. And one evening I observed eight vehicles in a two hour period, and I called the police and they came out that I'm aware of for two nights. And, but they told me their hands are pretty much tied because they there's only so much enforcement that they can do. Well, then I called the city, I, Mr. Hansen. He said that the flashing lights may be a problem. Well, at that time, I was like, "Okay," well I just accepted it, but I don't really believe it's gonna be a problem to have flashing lights around, solar powered flashing lights around the stop signs, cuz I took the initiative to call Ash Wabanon and they've installed three of these in their village. And I talked to Lev and Nelsen, he's a street operation supervisor and he's told me that he's had no complaints about lights, being disruptive to the neighborhoods where they've installed these. And he's also stated that they've had improved safety at these corners, you know? So anyways, I looked up the cost of these lights, from a supplier like Grainger and it runs anywhere from \$7,600 to like \$6,800 for a set of four

of them. I just think that could be money well spent, seen as we have a problem on this corner and perhaps other intersections in the city where the police would identify some problem areas where people are ignoring the stop signs cuz living on this corner, I'm concerned about an accident, a high impact crash barreling right into my house. And just today I was out putting a yard sign in the yard and I heard a horn and somebody on Grey Street blew their horn at a car going on Dousman, just ignored it as I was pounding my sign into the ground. So, the problem still exists and I know I was going on, pay it a visit to my home, when the weather gets a little nicer and we're gonna sit out and observe, but perhaps we don't have to wait that long, to do this on a trial basis. I think the neighborhood would be a lot safer for it.

- Well, thanks for coming on and sharing with us Jon. Is there anyone else from the neighborhood that is on? I think that looks like the only-

- Kasha.

- Yeah.

- Alder Lefebvre has a question.

- Oh, okay. Alder Lefebvre.

- Yes. I just want say that. And I knew that they were changing it, I saw the news reports and everything that it was gonna be changed. So, I would think though, too, that I would've noticed the stop sign anyway, but yeah, I've seen, I don't know if Dave can bring up other stop signs. I've seen where he have the flashing lights around them and especially I think it takes a while for people to notice something when it changes because they're so used to a certain way and they just, yeah, not watching or paying attention. Unfortunately we got enough of that, but it happened once where see, I don't go that often Ridge road and it was in the winter and the stop sign had snow on it from the storm I was going through. And I, all of a sudden I kind of saw some flashing and I ended up in stopping in the intersection almost because I don't go through that all the time. But I think if there wouldn't have been snow on there, I would've noticed the stop sign, especially with the flashing lights. It would've helped. I did, like I said, I noticed before I actually blew through the intersection, but I think maybe Dave can expand on that, with the flashing lights on their help. Thank you.

- Thank you. Any other comments that otherwise-

- I do have a question for Jon.

- Okay.

- Yes.

- So Jon is, can you explain when majority of this people going through that stoplight is happening?

- [Jon] Well, I would sit in my window here in the evening, like 7 to 10 o'clock and this is when I would observe people going right to the intersection because the traffic had thinned out by then, the daytime traffic. So traffic was moving right along. There was nothing else to slow 'em down. And for some reason they were missing the stop sign. So, my observation was in the evening hours.

- Evening hours. Okay. The reason why I asked my mine was during the morning hours and so just trying to determine what's the best time if we were gonna ask the police department to police start enforcing this a little heavier so. And so thank you for your comments.

- Okay.

- All right. Any other questions or comments? Otherwise, David, I'm sure you already looked at this ahead of time. Do you have any feedback?

- Sure. Sure.

- Before that, make a motion to close the floor.

- Oh, make a motion to close the floor.

- Second.

- Okay. Closed. And I'll hand it over to David.

- Thank you. Yes. I looked at some, I wanted see if there was any updates on crash history and everything, but I think I'm gonna go back just a little bit just cuz I know there's commissioners that maybe weren't on the commission at the time when this was approved. So, the timeline was January of 2021, is when some utilities, including Green Bay Water Utility were coming through that area. And it was going to impact that signal obviously for the reconstruction of the intersection. And at that time, is when we ended up putting it into a flash mode and I put an informational item on the agenda that January, in essence, telling the commissioners that this was going to be happening and that we're going to be trying out the 4-way stop. In essence, we're just changing the operations of the signal. So we basically said, "Administratively, it's a study that we're conducting, just letting you know." Now, fast forward to May of 2021, I brought back study results, including the warrant analysis, which I did include in the agenda packet. So, we did warrants to see if traffic signals were still warranted, came back, no. As a matter of fact, when we started looking a little bit closer at the crash history, we were seeing not only angle type crashes, which traffic signals are supposed to prevent or at least do some minimize, but we were seeing an uptick in injuries, and outside of the study area, just as FYI, years prior was we look at a five year crash history. There actually was a fatality at that intersection. And I know that was definitely since I've been here, it was, I guess you'd say on my watch. So with that being said, that was really a red flag to us that there was something not right with the signal and by going through the warrant analysis and finding out it wasn't warranted, that was part of the problem. So the other part was, "Well, how are we going to start reducing injuries and start reducing the amount of angled crashes?" And so I conducted what I would say would be a regression in traffic intersection control. So, going to the All-way stop condition and ran through the warrant analysis engineering study with that and found that actually a 4-way stop was the best form of intersection traffic control for the intersection. So that being said, we did go, I brought it through this commission for approval. It was approved. Common Council approved it as well. So, now up to that timeframe, I did bring forward some of the crashes that had occurred. So we actually not so surprised right out of the gates when we changed it, we did CSUM. We actually saw four crashes in about a two month period. And again, that sounds like a lot, but I'll be honest with you. It's something that it does happen in a transition. It's well documented. But the one thing that we saw was that they were low impact

type crashes. No one was getting injured. No one's getting killed. So timeline after that. So what has happened since we brought this forward, we've had three minor crashes. We had a westbound hit a northbound left in May and it looks like October, there was very little detail in the report. It just said following too closely. So, that probably was just a very minor fender bender. And then in January, there was eastbound and cell phone colliding. There was an issue with no insurance and I believe driving after revocation, I believe was in on that one as well obviously, not exactly the best driver was participating in that crash. So that being said, it, this, the numbers that I'm seeing are actually pretty low. And I wanted to kind of just give you a summary as well. What happened, what I saw in the five years. So starting in 2017, there were total of eight crashes with three injuries, 2018, there were eight crashes. Now this is a signal remember, eight crashes and two injuries. 2019, nine crashes and four injuries. 2020, four crashes, one injury. 2021, which is when we started doing the trial, six crashes, which I had to explain four before the trial was over, and then three, since then. Zero injuries and in 2022, we've had one crash so far, zero injuries. So, I guess to really, I, and then we'll address some of the issues that have been brought forward, but I just want to assure you that... And it's my, I believe our departments believe, that the 4-way stop actually is the right intersection traffic control, and that we are seeing a reduction in injuries, which is to me, that's great news. Now let's get to stop sign compliance. I do recall early on what we had done in the conversion. So the conversion, we had a signalize operation until January. Then we put it into flash mode. We did apply stop signs to the signal posts, but once the signal posts had to come out due to reconstruction, we ended up putting in permanent installation of stop signs. And we also did put stop ahead signs. So that's your warning sign that shows a stop with an Arrowhead, put 'em at the right distance, which is roughly around 250 feet in advance of the intersection, plus or minus. And we also did flag, I believe for number of months as well into that. So, from an engineering perspective, I would say that we have what we need out there in order to, for compliance to engineering standards. Now, compliance here. Again, everyone here. We have Engineering Education Enforcement. So I, we need really need all three of these in order to see an improvement in compliance. So I know that there was some discussion already earlier and as part relative to improving, or maybe kind of focusing in on the enforcement part of this or component of it, there's a discussion about time of day on these run throughs maybe happening. So perhaps that could be part of the approach to solving this issue. When it comes down to engineering, we've already heard about flashing lights, where there's the beacon style, where there's typically like a 8 to 12 inch beacon on the top that would be flashing that's a little bit more, what you would see probably 10, 20 plus 2 years ago, now I guess you'd say, more modern type of application would be to have perimeter LEDs flasher on that sign. And Mr. Helf had described that what they have in that shwab and at those three locations as being a potential solution. What hasn't been discussed at this point in time, we can do other retro reflective applications and pavement marking applications. We can always up size the signs. We can always double up signs, meaning that there would be one on the right one on the left as you get approach it. You can even double up the warning signs coming up to it, flagging them again is an option. Increasing the actual size of them that way. Especially if nighttime conditions are a problem. Seeing the retro reflectivity of the light that's coming back to the motorist, basically giving it a bigger target value. The application of bright sides, bright sides would be, we install many of our stop signs on what we call a C channel post. So there's roof down the middle of this post, and it's in essence putting this reflectorized plastic piece in there. And it's really the same material that you see on the red part in to the ground. I'm sure you've seen 'em in some locations and we've had actually some success with the bright sides in the past, getting down to pavement marking. We can always increase the conspicuity of the stop lines. So, I believe we put 24 inch stop lines out there, pavement marking with white lines, we could increase those. Sometimes there, the application of putting the words in advance, like kind of similar to what you'd see in advance of a railroad crossing, where you see the RXR in advance of it, you

could put stop, or sometimes even by school zones, you see the pavement markings, a similar situation here. You might be able to put some word applications on the pavement. And then of course the blinking LED lights, but as Mr Helf had explained, he did a little bit of research, looked into the cost of 'em in Grainger, \$7,600. Quite honestly, I haven't ordered one of these in a while. So I don't wanna give you any indication of what I think the cost may be, but they may be in the ballpark of what he's talking, what he referenced. The other thing is, is that we would, the way that we do our installations like this, we would actually put in concrete bases with steel poles. They're just more robust. And when they get knocked down, they're much more easily replaced, rather than having a ground installed post for a stop sign. The other thing to consider is, and I know that Mr Helf had, may have mentioned that he and I had a discussion and I said that the flashlight would be a problem. I just wanna explain what the problem is. It's not necessarily a problem. It's more of concerns for nearby residents. And he's one of them, that would have this flashing light constantly in their windows. It doesn't stop. It's 24/7, 365 and in poor applications, the intensity can differ by day and night. So during the day, it's probably gonna have a higher intensity because it's competing with ambient light versus at night, it can draw down a little bit, but that's just, I'm, I just, I need to give you all sides to it because some people may complain. Some people have complained at locations where you have flashing lights and they may have a living room right there, and this is where they watch TV. And it just may interfere with their quality of life. So, I just wanted to make that clear. That's really the only the issue that I see could potentially happen. But other than that, I know that the compliance can improve with any of these applications. It's whether or not, is it worth the money to throw for? That's really kind of a discussion that needs to be made and that can be made tonight. So that's really all I have on the item.

- I have a question for you, Dave.

- Yes.

- So is the power still out there?

- No, no power been removed-

- The power has been removed?

- Correct. Yeah, but the thing is with these LED blinker signs, and I believe Mr. Helf had mentioned this, that they're solar, they're solar powered. So, that's really the way that we would go about it. It's economically it's much better because if we would actually have to pay a meter charge to Wisconsin Public Service, that would run us probably 25 to \$30 minimum. And that's what? Zero kilowatts being used for energy. So, clearly LED and battery power, battery... It's basically battery powered, but the battery is recharged with the solar panel. So, that is really the only way that we would ever look at it. It's really a way to go about it. And why not? It's clean energy. And I think it's probably the most sustainable way to go about it.

- So clarify if I, if I'm wrong on this thinking, it seems like we have more of an issue with traffic on Dousman than we do with the traffic on Grey Street. Am I correct? Regarding these stop signs.

- Right. I can just tell you anecdotally, from what I've seen, and again, this was earlier on in the trial, I did see some motions in all directions, but yes, predominantly at least from what I had seen and then really what the traffic crashes are saying, there's always eastbound or westbound involved in these.

Obviously it takes two conflictions of your was gonna have one of those, but it does seem to be probably that. And that's really should be of no surprise 'cause that's where you're gonna have more of the traffic. There's more traffic on Dousman Street. So I think just by probability, you're just gonna have more violations on that street.

- I have a question. Alder and Stoyer, indicated that there might be some trees that needed to be trimmed. Has anybody kind of took a look at that?

- When we put the signs up, we look for these types of things don't wanna install signs and have something block 'em in the way, or sometimes, or even might be parking signs that could obstruct the stop signs and things like that. That's really standard procedures for us to be looking into that. That doesn't mean that over, since the installation happened, almost a year ago, that there could have been some increased growth on these trees and there could be some overhang already that's occurring. I didn't run out there, as part of this, just to double check that. But I mean, that's something that certainly staff can go back out review and we've got a great working relationship with our Forestry Department and we usually just ask them, we'll identify these locations and they try to do the best that they can. And to hopefully maybe not have this come back anytime soon. So, I mean, that's certainly something we can look at.

- To me it's... Oh, I was just gonna... To me, it seems like we have three kind of ideas going, which is great to like a go at it at all different angles. Right. We have like the law enforcement piece, we have what Patrick just brought up with the trees and taking a look at that. And then with all the stuff that Dave mentioned, I always think of like least restrictive environment in regards to school stuff. Right. So I'm kind of thinking the same way. Like, what can we try that's least restrictive first, whether it's those reflective things on the poles and see if that makes a difference before making a big change, like the lights are around the stop sign. And then I also wonder, like, do we have... And continue to collect the data to see if what we're gonna try makes a difference as opposed to just what we feel like is making the difference.

- And can I piggyback off on Melissa? So, I have ideas. I think we all have ideas, but we do have one person here that I think we need to talk to is our traffic officer. He's on zoom here today. I think it'll be good to know if he can answer. I'm putting him on the spot. How often have you been enforcing this area? What traffic officer's here? I can't say the last name.

- [Sean] You had Sergeant Hamel.

- Sergeant Hamel, is that you? 'Cause I see there's traffic officer.

- [Sean] That might, that probably is me. Unless one of the other guys was able to sign in.

- Oh Rager is here.

- Yep. Officer Rager.

- Hi Rager. Go ahead.

- So-

- Question would be to, you would be, how often have you been enforcing this area?

- I actually think I recall some of the voicemails from Jon, referenced that intersection. And I think we've spent a couple hours there each time he's called. We never really see the blatant disregard for stop signs, where the people just don't even slow down. The ones that we usually saw there, we're just the rolling stops, which it's very difficult to make every single one of those traffic stops. Plus working a given shift. But I, like I said, I, I'm not doubting that there are those blatant disregarding of stop signs where people just blow through 'em, but we haven't seen those when we've sat out there.

- Okay. And so you're you, but you're scheduled to work Monday through Friday, correct?

- Yeah. There's two of us that work afternoon shifts, Monday through Friday. And there's two of us that work day shift, Monday through Friday.

- And there's no traffic officers on the weekends.

- No, but our patrol division has their own traffic initiatives that they do as well. So I can always bring that up to the shift commanders so that they can set one of those up where those officers that day can try and focus on that. But like I said, when we've sat out there for hours, it's difficult to sit there for two, three hours and not see much. So we usually move on to other complaints. I'll see if

- I understand.

- patrol can handle it as well.

- But I think we're looking at more on 7 to 10 and then especially on the weekends for me, I've seen it on Saturdays between eight and nine in the morning, but when shift change happens, send an officer out there and sit there till nine o'clock. I'm sure you'll catch some people. So.

- Yeah, like I said, that the traffic division has to focus on the more egregious violators, not just the people rolling through stop sign. That's not the biggest issue for us. Speed is a bigger issue, but people just kind of rolling through those stop signs. Yeah. We'll make those stops when we can, but usually there's other pressing matters that we have to attend to as well.

- I understand that. The patrol officers, they can do it as well.

- Yeah. And they're bound. They're, I mean, they're still stuck answering calls and listening to the radio. So their time is limited as well. But like I said, I'll see if the Lieutenant can try and make one of those for one of the weekdays when school's in session as well.

- Yes, we should definitely do the weekends. Any other questions for the officer? Right. Thank you, officer.

- Right. And Lefebvre I saw your hand up. So if Alder Lefebvre.

- I just want to say that yeah, David is right. Dave is right about 4-way stops are safer because you're probably gonna have maybe three obeying the sign and you got one and not so it's, it is much safer cuz I know traffic lights. Tried a Beaty or the crashes would be there, but I think, yeah, it would be

good somehow if we could have as, oh, the Stevens had mentioned have some officer sitting and watching at times where they think that this is gonna happen. It's hard sometimes to catch them, but it would be good. And then I think if you cite enough people, the word kind of gets around. Sometimes that helps too. You're gonna get caught and you're gonna be fined. So yeah, I think that's one of the things. And then anything else that you could do to help on the visibility of the sign and maybe some flashing, whatever, whatever Dave Hanses says is probably a good idea.

- So David, of all of the strips and bigger stop signs ad mocations, like the railroad or school, is there any one that you think would be, would recommend for us to try first?

- I would probably probably either up sizing the stop sign itself to make a bigger target value and, and or maybe the bright sides besides, and I think that that's a pretty low cost measure for us. It's really just we buy four of 'em and just slap 'em in there and see how it works. The hard thing, and I heard this before, is how are we gonna quantify this? This is that thing. That's the difficult part is I know Melissa was saying, "Well, we should really find out if this is gonna work, what's working." So unless you really have someone out there watching it or you're recording a video of before and after, and then having someone watch that video, which is, I'm just gonna use the proverbial phrase, like watching paint dry, 'cause it's not happening all the time. That's the difficult part. Cause we really don't have people to do that. It's really me and one other guy doing all the traffic engineering in this city. So, kind of like what the officer had said, I really probably could be putting our resources to other things. So, but at the end of the day, I really think that what we're getting anecdotally is true. I mean, we've heard it from Mr. Helf. We've heard it from Alder Craig Stevens that we're still seeing this. I think from what I, when I've been out there, cuz I, obviously I was there from the day of when we shut that signal off and I've been monitoring it. I've seen it get, and that's again, that's the expected cycle that you're gonna see. So, if there was any engineering measure, I would say that I think would get this probably the best bang for the buck. Maybe that's not the right term to use here. We're trying to reduce crashes and run through. But you know what I meant. Would probably be the bright sides. And then maybe after that up sizing the actual stop signs. After that probably doubling up the stop signs. And I do know that there are, I guess, what you would call permanent flags, that dangle in the wind, but they start to really look tattered and kind of tacky, I'll be frank in really not a long amount of time, but if you've ever seen, I know the DOT uses it, they'll actually have permanently mounted ones that are, it's literally just sign material that they're using to put them up or that's what the it consists of. So I, that would probably be maybe a fourth counter measure. I'll be quite frank where I like to see flashing blinking signs is more like where we've got a crash problem. Like I'm seeing injuries happening and we've tried enforcement and it really hasn't worked. And in an educational campaign, maybe, getting some media attention out of it so that drivers are aware that this is a dangerous intersection or anything like that. But, at this location, I'm just not seeing that. I'm just gonna be frank. As matter that if regardless of the cruising, the rolling to the stop sign. So, I'm actually seeing this as a success. I would, just like everybody else would like to see the compliance rates go up. So those, even those crashes can go down to zero. I always have a vision zero on things. So said, I would start to just take baby steps on this. If it's not working, we do have a lot of tools in our toolbox. Honestly, the payment marking part of it, I, although I do think that they work, there's only two things. Usually if you've got a lot of contrast it works better. So if you got a dark asphalt of pavement with a white pavement marking works better. We've got concrete out there and it's older in condition. So your contrast really isn't all that good. And of course, winter, our roads get covered and the markings get more and more faded. The salt wears on 'em, the brine wears on 'em, the plowing activities wear on it. And it just, they they're just not as an effective tool in my opinion. So I, I'm more of a fan of just starting to do these signing upgrades, I think first, and once we've exhausted

all of those, then I'd say probably the blinker signs could be warranted. And especially if these crashes don't... Have they plateaued.

- Okay. So, unless someone has anything else, could we maybe make a motion to try the bright sides and get forestry to go make sure that trees aren't covering these signs, as kind of a step on maybe?

- A quick question. David, we bright side the stop ahead sign too, or not typically?

- That's an option. Yeah. I've seen warning signs with the bright signs as well. Yeah. With the exception, obviously the color change and so in this case would be yellow.

- Well, the State of Michigan has been doing that to all of their stop signs and I think it's very impressive. It really stands out. So I think we should move forward with that.

- Kasha, did you make that motion or did someone else have to do it?

- I think someone else has to.

- Right.

- Okay. I make the motion to do the bright side on the stop signs and do the forestry check on that intersection.

- I would also suggest we do the stop ahead.

- And do the stop ahead.

- I'll second that.

- All in favor.

- Aye.

- Aye.

- Anyone opposed? Perfect. Well, we'll get David working on that. Thank you so much to everyone from the neighborhood and everyone for being on here.

- [Stoyer] Hello chair. Hello chair. This is Alder Stoyer.

- Hello?

- [Stoyer] Yeah, I know you just voted. I just got back into this.

- We just made a motion to add bright sides to the signs and the signs that say stop ahead and have forestry come out and make sure that none of those signs are being blocked for you.

- [Stoyer] All right. I apologize for not being there as I wanted to be, I heard some of the discussion, but I'll stay in touch with Alder Stevens and with Mr. Hansen as well on this, but I if I will mention one thing I would like to, I told Mr. Helf, the neighbor there, that I would come over occasionally and sit with him and observe traffic for myself. 'Cause I know that, you know, Mr. Hansen has mentioned that he has one other person for traffic to deal with this stuff. And it's very difficult to collect data on this type of thing. But if I've done this with other neighbors, where I've sat and observed for a while, I'm willing to do that. So I can collect some data as well. And then share that with the committee sometime in the future.

- David, is there any way you could let Mark or Alder Stoyer know once those bright sides are installed so that he can actually see how they're working?

- Absolutely.

- [Stoyer] That's great. I'll have, I'll be in touch with you David. Like I said, I missed some of it, but I got the general gist of what happened today and I appreciate the committee and yourself and the neighbor coming forward.

- Wonderful. Well, I know we have to jump back now to item number three consideration with possible action on the request by Alder Lefebvre and residents create a safe pedestrian crossing at university between Dans and Clement Street. Alder Lefebvre.

- Yes. I had a communication from some of the neighbors in the district. In that area I think they're probably senior citizens and they're probably trying wanted to go over to probably the grocery store I'm thinking. It's a little hard to cross in that area and the university I think, it's one of the main theater streets in Green Bay. So, a lot of people travel down and some too it's hard for them. If they're kinda in the middle of whatever, it's hard for them to get over to the sidewalk or the I'm at the stop sign, stop and go lights. And at Dans, and if you're down further Bob and go light, there's nothing for them to cross over. So, I think it's just because, it takes them longer to get across the street and they, whatever, I don't know what can be done, but I just thought I'd bring it forward because they asked.

- Do you have any comments or thoughts on that, David?

- Yes. I can confirm what she said just by phone calls. I received two phone calls, I'm presuming, that they very well could be the same people, cuz typically, and these types of discussions that I have with concerned residences that I will give them the phone number of the Alder person as well. 'Cause obviously these things may take action of committee and counsel in order to get something applied. So, yes, that is what I heard is that it's usually like around Turks Street I believe is where the crossings are taking place. And I agree, I think that what's happening now, especially now we have festival foods there now for a number of years that they may be destined to either festival foods or the quick trip that's over at Clement Street. That being said, we do have two signalize intersections, to cross university, one Dan's and one Clement. That in my opinion would be the safest type of crossing because it's controlled. You'd have pedestrians walk, don't walk and flashing countdown timers. That to me, it would be the best way to get anyone across a busy arterial like that. If the request is, or if one of the applications to be considered would be to cross say at like Turk Street in that area or Peter's, I would strongly say no to that. And the reason is is that there's a curve in the roadway that I think creates a blind condition, which I think could potentially make things worse. You

don't wanna bring 'em to that area. They start crossing there and all of a sudden they start getting hit. I don't think that would be a good practice. So I think getting back to the signaled location I did is I took an evaluation of the existing sidewalk. And what I found, is that granted you have sidewalk on both sides of the university that truncates or ends, terminates a little bit east of there, and doesn't make it all the way to Clement Street. So, one of the things I think that could be considered here to actually, I think, make it mission accomplished, which is to get the pedestrian to their destination safely, would be for them to actually walk on the north side of university. If we extended the sidewalk all the way up to the signal, then we'd have to modify the signal, add in pedestrian features for that, like I was saying, the ped buttons, ADA style, curb ramps, there's actually about, I think it's about a 15 foot median that was installed at that time that we could break open and provide for a pedestrian refuge. And as you're saying that maybe some of these are elderly and disabled pedestrians that may take a little bit longer to cross. So, it'd be much safer for them to just cross two lanes of traffic going one direction to have a pedestrian refuge, and then, make an observation to go across, obviously on a walk indication and possibly consider having a button installation in the median, that would all get kind of worked out. If indeed we kind of go down this route, but I really don't wanna encourage any sort of crossings between those two controlled intersections for the simple fact of I think geometry of university avenue would potentially maybe contribute to some additional problems if we added something, rather, I think we use our existing facilities for them to cross at them. So, I know I just talked about Clement into the area to the east, but if we go towards the west stores, Dans, those features are already built in. So, if there are pedestrians that are say going to the other grocery store that is of the Dan's avenue intersection that I think is already in place and they can already use that, it's location over at Clement Street. I think that there would need to be sidewalk ordered in, on that west or the north side I should say, knowing that there is no frontage there, this would be a cost, that would have to be absorbed by the city. And we would perpetually maintain that sidewalk, meaning we would have to clear it to snow and ice on a regular basis. So that would have to actually go to the Improvement Service Committee to get that last piece installed and then to make those traffic signal improvements. So, that's I think really my take on this whole thing would be to make that last connection over at Clement. And then I think you actually have built in what the requesters are seeking.

- So Dan, I have a question. So I like that idea a lot. So do we have to hold this and then maybe refer this to INS for approval?

- That that's a great question. I did have a brief discussion with director Grenier before the meeting, as we were discussing this potential recommendation, the way that sidewalk installation works is that a sidewalk study needs to happen in order for them to consider it. I had told 'em, I said, "It's a very obvious one. They all just come back to me anyway. Being the traffic engineer, I'm the one that conducts those sidewalk studies. And I'll be quite honest with you. This one's kind of an easy one to me where I would say, "This is your sidewalk study. I'm looking at this and I think that it should go in and just connect that last piece, make the signal improvements and it could go to INS. And I would simply, we would put that as part of the agenda report that the traffic engineers making that recommendation. And I can just put together a one page memo to that fact, it wouldn't take much time, but it would just be reiterating this discussion. And then my .""

- So the reason why I ask is I'm looking at the Google map right now and it's look, and if we were to finish that off, we're kind of finishing off that loop on university. So I think it would be really nice for the pedestrians. So cause there are a lot of pedestrians over here, so.

- Yeah. And just so if, just for cost purposes, just, I'm gonna ballpark this, but when I looked at that, I know what our rate is per lineal foot. We'd have to actually put in six foot sidewalk 'cause it'd be right behind the curb. We have zero terrace there. So, so it'd actually be a six foot wide sidewalk. My estimates on that would probably be about 10 to 12,000. Add another 3 to 5,000, probably in signal upgrades. So, you're probably looking at 15 to 17,000 on the entire project.

- Thank you. Alder Lefebvre.

- So I-

- I don't if Kasha can see you, so.

- It depends on what screen I'm on.

- I'm with my cat. So this is something that you would put in and is it, the INS is on Wednesday. So I assume it would not be in a time for that meeting, but, so, well, you can let me know because I'm sorry. I won't be the Alder anymore after, by the time it comes up again, I believe.

- We'll still be the Alder for next month.

- When is it? It would be.

- Lefebvre, I think you're done on the next, the 19th common council. So the 18th are done.

- Right for the council, but... Oh, it would be cuz I thought the fifth of would be kinda.

- Nope. Nope.

- Ooh, Ooh. I got some more time.

- Another month.

- Ooh. Okay.

- All right. So David, do you just need us to make a motion to have you do the one page recommendation and hand it off to the other committee?

- Yeah. A proper motion would be referred to staff for study and forward that study to the Improvement Service Committee for consideration of sidewalk .

- I'll make that recommendation.

- Second.

- All in favor.

- Aye.

- Aye.
- Has anyone opposed? All right. Well we will put that recommendation through. Thank you so much.
- Alder Lefebvre, don't
- Alder Lefebvre.
- don't leave so fast if you could stick around.
- No, I just want to know Dave, can you call me my other issue? So I haven't heard anything about the wildlife sanctuary. The study that went on there.
- Yes. Yeah, I can. Yeah, we can discuss that at a different time. Yes.
- Okay. Thank you.
- All right. And then we are just down to informational. We have Alders Stevens file a report by the Green Bay Police Department on traffic enforcement activities and recognitions. And then next meeting in April 18th.
- Okay. Hold on. We're too fast. So Dave, you put on the, I gotta find it, but.
- He has a request for a report.
- Yes. I didn't know we were doing a report part.
- I'll be honest with you. All I did is I did what you asked and I copied the request that from last year when this was on the agenda, you had just said, "Dave, just copy that," and change the year on it.
- Sure yeah.
- So I did. So that's how it was phrased the last time.
- Sure. Well Lieutenant Sobieck's not here tonight. So, we won't have... Unless the traffic officer can share their traffic enforcements from 2021. Their totals.
- I don't have the whole year of stuff. I have February's information.
- Okay. We already did that.
- Okay.
- All right. Thank you. All right. So back to the at recognition. So, Wednesday chairman Dan Theno, myself, met with the chief and also Mike Sobieck in 2020, the Common Council along with the former chief, really started looking at traffic throughout the city of Green Bay. So in 2020, the former chief came up with a slogan, "Slow Down Green Bay" to start doing more enforcement of the traffic throughout the city. Well, we started getting additional numbers and data from the police

department. So as of last year, 2021, this commission decided to recognize a patrol officer for the city of Green Bay. But last year, we recognized Noel. I think it was Noel from last year. And so he came and we recognized him for the amount of going above and beyond their daily work. So we decided to continue that again. So, on Wednesday we actually met with a Sergeant from the Green Bay Police Department. So, and so we recognized him. So I'm gonna give you a little background on him and then I know he is here tonight. So if we have any questions, feel free to ask him. So, we decided because of the stats that came out, that we were going to recognize for 390 did last year. So his name is Sergeant of course, Sean Hamel. Sergeant Hamel, has been with the Green Bay Police Department since 2005. He was promoted to Sergeant in 2018 and is assigned to the, to the day shift patrol in that capacity. Sergeant Hamel is a member of the Crash Recognition Unit since 2017, is a member of the Motor Unit since 2015 and is also IACP Drug Recognition Expert since 2011. So he has a lot on his plate, but he also decided that traffic was very important within the city. So he went above and beyond by doing additional traffic stops, which was counted for 390 last year. So he did the most traffic stops out of the pool of patrol officers. So we felt like it was nice that we would recognize him for going above and beyond. So if you have any questions, please ask Sean and he'll take it from here.

- No questions, but thank you so much. And congratulations. Fine. I see Alder Lefebvre.

- So before Alder Lefebvre Wednesday, he was given one of these.

- Good.

- And it was signed and it was signed by our chairman, Dan, the police chief, and also the mayor of the city.

- Okay.

- Now I, I have a question of okay. The program. Slow Down Green Bay, I believe it was mostly with speeding. Am I correct? That's what the whole thing was about.

- Correct.

- Okay. There's something else that maybe they can include. They should be letting people know. It was just on this morning on the national news, they had a big article, someone and it's true. People, they speed. They go too fast. You should follow the speed limit on every street because when you go above, you're wasting more gas, okay. With the gas prices up so much. And the recommendation also is that you can see ahead, stop, like turning red, if you're like three, four blocks ahead, Slow a little bit, gentle breaking. And a lot of times you can come up to, you'll be going really slow to the, to the it'll change. And then you can you accelerate slowly and go on your way. And so that you can see save a lot on gas and with the gas prices right now, I think you should double check on that. I think the highway departments and different ones, I think they're also kind of talking about this. It'll save a lot of people with the gas prices. So your gas mileage mileage would be much better when you don't go really speeding up above the posted speed limit. I know, I think 55 is I think on the highway. 55 I think is the real cutoff for saving on gas. Once you go over that, you're really going really, you're really using up more gas. And when you idle too much, you're also you burn more gas. So these are things I think that the public needs to know and to start slowing down for there's a lot of good reasons to slow down.

- Excellent. Any other comments or questions?

- Yeah, I actually have a question for Sean.

- Yes, go ahead Adler.

- Sure. I don't know this, but can you explain Motor Unit.

- Motor Unit is our motorcycle unit.

- Motorcycle. Okay, perfect.

- Yeah. We have four motorcycles. So there there's four motorcycles that the department has. We lease them and then we have 10 officers right now that are... Actually, we have eight officers right now that are trained on the motorcycles and we are, we host to school annually and we trained another four this year to get us up to 12 officers.

- Perfect. So, my other question for you is. I'm gonna put you on the spotlight. I met you on Wednesday, the, your opinions, they all say you're very humble. You're probably one of the best guys at the police department. So, why did you choose to go above and beyond? And it really shows 390 traffic stops last year. What made you do that?

- I don't think there's anything real particular that always got me going on traffic enforcement, something I enjoyed, just enjoyed doing, especially years of work and night shift really took a passion in ODI enforcement and Impaired Driving Enforcement. I think if I were to pick one thing that really motivated me on that, it was when Sergeant Nesker, if everybody remembers, Ashley Nesker, his daughter was killed 2008, I believe. But when I was working that night and then ever since then being even more motivated for the impaired driving enforcement and throughout my career, I think as I mentioned, Drug Recognition Expert, if you know what that is it's so we have a normal ODI, which is alcohol and alcohol related, but with there's also illicit drugs, as well as prescription medications or really any substance that's taken in the body that can impair your ability to drive. We do additional tests on that to recognize it as well as enforce and get a prosecution for that type of impairment. So no, none of 'em on day shift. We don't get as much of the alcohol stuff, but we do get a lot of impaired driving based off of heroin, methamphetamines, all the illicit drugs, as well as the prescription drugs. So I think that's something that's really motivated me on my day shift to continue the enforcement.

- Okay.

- But, but no, all of it comes down to is, I'm trying to save lives and reduce the injuries and the crashes.

- I ask you this due to the fact, we do have our traffic officers and we have the four traffic officers and we have our patrol officers. While our traffic officers are all tapped on the shoulders to do traffic related stops, but our patrol officers are asked to do it, but it's not, we don't make them do it. So that's why you went above and beyond. But that's why when we look at recognition, we look at the patrol officers, because they're going above and beyond what they're expected to be doing. Regarding

traffic, we expect them to do traffic. So that I wanna make a clarification there, for the rest of the commission in case you didn't know that. So.

- No, and I appreciate that. And, and as a Sergeant, I stress to my guys that, everybody has a passion that they go to. Some people are more into just going drug enforcement. Some people are into the traffic stuff, some people are just wanna be responding to calls and doing stuff that way or focusing on training other officers, but all those things are different aspects of the job. And everybody has to at times do each of those. But as long it's a long career of 25, 30 years, have people focusing on things that they really enjoy and keep them going. But when there is a blatant, somebody running red light or stop sign right in front of you, it's an expectation of their job to do that.

- Correct.

- And so, I appreciate the recognition.

- Yeah. No problem. Thank you so much.

- [Sean] Thank you.

- And I wanna thank Alder Stevens and the chief and the mayor to recognize you. That's great. I thank you very much. I think you should be proud of your service.

- [Sean] Thank you, Alder.

- Okay. Does anyone else have anything? Any questions? Comments. I was like, I agree. Thank you for your service. And I'm just gonna go on informational. Next meeting, Monday, April 18th. If there is anyone needs, can I get a motion to adjourn?

- I'll move to adjourn.

- Second.

- Okay. All in favor.

- Aye.

- Okay. Anyone opposed? All right. This meeting is officially adjourned. Thank you all for your time and thoughts and consideration this evening.

- Thank you all.

- Dan can you also give me a call?

- Thank you.

- Yeah, I'll call you.

- I wanna discuss something. Okay.

- Okay.

- Goodnight.

- Goodbye.