



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, APRIL 18, 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, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

Present and Not Voting: Dan Theno

C. APPROVAL OF THE AGENDA.

I. Approval of the Monday, April 18, 2022 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Patrick Sorelle, seconded by Kasha Huntowski to approve the agenda of the Monday, April 18, 2022 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle . No- None. Abstain- None. Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

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

Moved by Craig Stevens, seconded by Melissa Flucke to approve the minutes from the Monday, March 21, 2022 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Kasha Huntowski, Melissa Flucke, Mike Sobieck, 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, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

2. *Termination of 90-Day Trial*: Remove the NO PARKING TAXI BUS LIMO ONLY 10:00 PM TO 2:00 AM zone on the north side of Cherry Street from Washington Street to Adams Street.

Moved by Kasha Huntowski, seconded by Patrick Sorelle to remove the NO PARKING TAXI BUS LIMO ONLY 10:00 PM TO 2:00 AM zone on the north side of Cherry Street from Washington Street to Adams Street.

Yes- Craig Stevens, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

3. *Termination of 90-Day Trial*: Establish a NO PARKING TAXI BUS LIMO FOOD TRUCK ONLY 10:00 PM TO 2:00 AM zone on the north side of Cherry Street from Washington Street to Adams Street.

Moved by Kasha Huntowski, seconded by Patrick Sorelle to establish a NO PARKING TAXI BUS LIMO FOOD TRUCK ONLY 10:00 PM TO 2:00 AM zone on the north side of Cherry Street from Washington Street to Adams Street, and adopt by ordinance.

Yes- Craig Stevens, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

4. *Termination of 90-Day Trial*: Remove the NO PARKING TAXI LOADING ONLY 12:00 AM TO 3:00 AM SATURDAY AND SUNDAY zone on the east side of Washington Street from a point 100 feet south of Doty Street to Doty Street.

Moved by Kasha Huntowski, seconded by Patrick Sorelle to remove the NO PARKING TAXI LOADING ONLY 12:00 AM TO 3:00 AM SATURDAY AND SUNDAY zone on the east side of Washington Street from a point 100 feet south of Doty Street to Doty Street.

Yes- Craig Stevens, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

5. *Termination of 90-Day Trial*: Establish a NO PARKING TAXI FOOD TRUCK LOADING ONLY 12:00 AM TO 3:00 AM SATURDAY AND SUNDAY zone on the east side of Washington Street from a point 100 feet south of Doty Street to Doty Street.

Moved by Kasha Huntowski, seconded by Patrick Sorelle to establish a NO PARKING TAXI FOOD TRUCK LOADING ONLY 12:00 AM TO 3:00 AM SATURDAY AND SUNDAY zone on the east side of Washington Street from a point 100 feet south of Doty Street to Doty Street, and adopt by ordinance.

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

Abstain- None. Voice vote. Motion carried.

F. INFORMATIONAL.

1. Report by the Traffic Engineer and Planner II on the proposed citywide pedestrian safety enhancement plan and upcoming request for ARPA funds. (All Alders)

2. Next meeting: Monday, May 16, 2022.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

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

Yes- Craig Stevens, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle. No- None. Abstain- None. Voice vote. Motion carried.

VERBATIM MINUTES

Verbatim begins at item FI.

- And how would we... So with that, well, Dave put together a lot of information regarding cost assessments, kind of need assessments. And we used our safe walk plan as a guide for that. We wanted to make sure that we were hitting things that were achievable but also doable within a small budget frame. There is no city budget for this plan. There is no annual budget for this extra funding, would be of really great success for us, that way we can get some things on the ground. In a few meetings that we had, we kind of talked over some of the things that were on our implementation list. We wanted to make sure that we were doing this by priority, whether that's priority of that type of infrastructure, or project, or program, and equitable throughout the entire city. So we used a lot of the background data from the plan, which showed us priorities based on location, priorities based on school district. A lot of different pieces of the puzzle that kind of led us to what we're going to propose here, which Dave is gonna do because he's the smarty pants of this group. So he knows all the good stuff. But with that, we are looking to fund up to \$1.6 million for some implementation from this plan. We will be bringing this forward to the finance committee and to city council for final approval. And we're also trying to work with some of our other local advocates and groups to see if we can do some funding collaborations. So that includes the school district in Brown County. All of them have ARPA funds that are also eligible to them. So we're seeing if we can collaborate with them, and the Safe Walk & Bike Plan was a collaborative plan on that level. So at this point, we're looking to do some rapid flashing beacons, some ramp improvements of those. And that's some other signage things that Dave's gonna review. We're to get support, get some feedback, see if there are any pieces of the puzzle that you think we should pay more attention to when we are presenting to finance and city council. We are gonna be securing some local letters of support from the Active Communities Alliance, the Safe Walk & Bike group. A lot of other bike and advocates, I'm sure will be happy to support this goals. But we're really just looking for this group to see if there's any feedback that you wanna give us, anything that you think that we should be touching base on, on our presentation to those boards. And then if there are any technical things that you want us to consider. Dave's gonna pull up a map shortly, and that's going to have all the information about locating these in, or that we will be requesting these in. And we wanna make sure that you all feel comfortable with that piece of the puzzle specifically. We,

again, wanna be very equitable to the entire city. Then we wanna make sure that the schools are represented equally, that all of our neighborhoods are represented equally, so this has come from. So, Dave, I don't know if you wanna take it from there and go over that portion of the presentation.

- I do have a question.

- Sure.

- So, was this stuff sent to us ahead of time?

- No, this is just informational. Dave's gonna go over some stuff that he has. And then before we make a formal presentation to finance, we wanted to come here first to pick your brains basically.

- And when do you have to make a presentation to finance?

- We're not sure yet. We're hoping for May. We wanna kinda see how those other funding partners may play a part in this first. If we contact them and they're like, "Absolutely not," I guess we have our answer then. But if they say, "Yes, we wanna see if we can get some sort of agreement in place prior to bringing it to finance and city councils," that way we have all our numbers in line as well.

- So are you planning on getting some type of commitment from us tonight?

- I don't believe so. It's just for informational purposes.

- Okay.

- There's no need to approve or deny any portion of this. We're just trying to get some feedback from you all on it.

- Okay.

- We wanna make sure we have the strongest proposal possible before we go in front of finance and city council.

- Sure. The reason why I asked, there might be stuff after this meeting or this presentation that we can come up with, so.

- Yeah, any feedback would be great. I mean, we have some time. We wanted to bring it to you guys as soon as we were ready, when we think... We met last week or the week before as staff, and we think that we've got a pretty good proposal, so we wanna make sure we have some time to formalize our part to you before we bring it to city council. So today you just wanna absorb, definitely feel free to send them along to myself or Dave as you have them.

- All right, perfect. Thank you.

- Is that my segue?

- That's your segue, Dave.

- Yes.

- All right.

- Go ahead, Dave.

- All right, thanks so much, Stephanie. That was a great introduction to the project. Now, as she had mentioned, that the Safe Walk & Bike Plan that was adopted in 2019, that's really, was kind of our reference book and our Bible that we're using towards looking at various areas and the types of improvements. And now this plan isn't all engineering, there's a lot of different facets, there's enforcement, there's education, and the school actually has their own component to it is well. A lot of infrastructure projects as many of you know, a lot of them take time. They take time and they take a lot of money. And when that happens, sometimes you can't get things done within a certain amount of time. And as Stephanie alluded to that first year, we kind of really hit the ground running pretty hard with a lot of bike lane additions, buffered bike lanes, et cetera. And things that we could really do in house, or we had opportunities on particular projects to incorporate. And we're gonna continue to do that. But with this, this is more or less looking at, of course, ARPA fundings, or funds have a time table to 'em. They have to be used by 2026. So we've got a four-year window here. And in our world, that usually is pretty short. It sounds like it's a long time, but it really is not. So the proposals that we arrived at and concluded on bringing forward are what we believe that is something that we can accomplish within the short timeframe, looking at the plan, looking at some of the priority schools and areas, and kind of making a slip in best bank for the buck. Stephanie's already revealed the number of 1.6 million, and that we are hoping to get under that by either, hopefully getting good prices and, or getting some contributions from other agencies and helping us reduce those cost of the city to reduce the ARPA contribution. But nonetheless, I think I'm gonna go ahead and share my screen and start going over and pouring over some of the locations and the projects. So I will... This is host disabled participant screen sharing. So, apparently, I'm not the host, So I'm gonna need someone to unlock that. I don't know, Alicia, is that something you have on your end?

- There's a couple of questions in the chat, too.

- There's a question in the chat. Are the proposed improvement items that were specifically listed in the city's Safe Walk & Bike Plan? The answer is yes. Yes, we pulled from the Safe Walk and Bike Plan not exclusively. When you apply particular types of improvements, you may find other areas that may be nearby, or that may be of similar nature that were also included in it. And then asking to see a list of projects of projected dollar amounts applied. Yes, I do have a summary that as soon as I can share my screen, I was going to share, not only the locations and the costs, but I do have a Google Map that actually you can see the city and its entirety. We'd have the ability to peruse around and look in some of these locations. I'm gonna try sharing again, see if that's been... There we go. Looks like I am enabled. Very good. So I'm gonna start with the first project which is the Rectangular Rapid Flashing Beacon. So I think to probably just start this off, I'm going to let show all windows. I'm just gonna play some videos, just so you have an idea. And I know that a lot of you know what the RRFB truly is, but I really just wanna show you. I'm hoping to see my desktop here. Maybe this is what it is, screen, maybe screen two. I'm gonna go to screen two. So can everyone see my screen two? I take that as a yes.

- Yeah, it looks like your desktop.

- Yep.

- There we go.

- Anyway, this is a video. This is actually South Webster Avenue approaching the hospital corridor, so at St. Vincent and Bellin. So this is turning from Polruan to Webster, and you'll see these signs that are flashing. This is what we would call a three pole RFFB system. So you see two that are activated right now, but if you look to the far left, you'll see the back side for the opposing direction. Now you can see how these vehicles are to the pedestrian, so they can make a successful and safe crossing. So that's an example of the three pole, And I'm gonna go to, what is this, two actually is over by Washington middle. And you'll see it's at the intersection of Baird. We're going north on 'em Baird, not this intersection. This is when we're crossing, doing some active duty, but actually this fast forward, oops, a little too far. Here we go. This is a two-pole system. So you'll see

it's on the right side and the left side. So it looks very similar, but this is on what we consider an undivided roadway. So there's no median in place or pedestrian refuge in the middle of the street. So that right there is project one. So I'm going to bring up as well the locations. So here's the map of the city, and you'll see red dots and blue dots. And the red dots would consist of the three pole installations and the two dots or the blue dots would be the two-pole installations. So as you can see, it is quite distributed around the city. And as Stephanie had alluded to, some of the ranking system that came into place, I mean, we looked at the schools that were ranked the highest in the plan, and if there were RRFBs listed in part of the recommendation, those were likely included on this list here. And like I said, there was just a handful there. So, we wanted to extend this project out to other locations that perhaps, in the past, we've had studies conducted at them and maybe there were identified concerns or issues at them, or potentially there may be some safety problems at some of them like, I'll take, for example, here's the West Side Trail. And so, this red dot here shows the location of where the Ben Anninger Trail crosses. And right now, we already have a system in place, but it's just not the Rectangular Flashing Beacon Assembly. So this would be one that we would play over at Military Avenue. I mean, they look almost identical. So we would upgrade those locations. In addition to the flashing light system, we're looking at not only plying at every one of these locations, a high visibility, or high vis for short, payment marking. So think of the cover of the Beatles at Abbey Road and the big block style, we call 'em continental markings. We would apply those at these locations, but it would be in a very durable material. It's a thicker material. It's very durable. We learned about a machine that Kelly McCounty owns. And so, we did some investigation on it, and it's now coming to us recommended, highly recommended to consider purchasing this device. So as part of the ARPA funding request, we'll be putting in a request for this actual painting machine. And the durability on these markings will last anywhere from say five to 10 years. Now that's a huge savings from a labor perspective on our end, and also from a safety end, because these things are gonna be highly visible, the contrast will be much better. They won't wear off as easily. Our intention, like I said, not only at these RRFB and crosswalk locations, but as many of you may have noticed that a lot of the roundabouts, the payment markings are starting to wear. It's 'cause you have a lot of turning movements at these locations. And we started looking around to have contractors do this type of work and the costs were coming in astronomically high. So we had to come up with a better solution to that. And I mean, the payback period on this machine is gonna be, I mean, less than one project, I'm sure. I mean, the part is that we have staff that can do this. We currently have staff that does the crosswalk program and they simply would just be using newer materials and a newer machine at these locations. And then it'll avoid those years that we've had problems either with some staffing or whatnot, that when there's been years, that we actually have not even gotten our crosswalk program done. So, this is kind of another way to assist us to get these locations done in a quality fashion and high visibility. So, in essence, this is, like I said, from a map perspective, I can show you just from kind of a spreadsheet kind of format here. You can see these are the various locations, I guess you could, I don't wanna use the word rank, because really once you start getting past the first say, quarter of this list, that's when we just kind of started looking at these various areas of need within the city. But we really did incorporate both the locations that were shown in the Safe Walk and Bike Plan, and then started looking at the other locations that we knew maybe in need. So, this really is just a tabular interpretation of what you just saw. In addition, though, we do show the associated school, whether it's an elementary, middle, high school. We do show some cost breakdowns. Now, these are planning costs. So, three pole RRFBs estimated \$11,000. The two pole system at about 93.50. And then each of these high vis crosswalks, this would be really a breakdown of the material. The material is somewhat expensive, but like I said, we get to cost savings in labor of only having apply 'em every five to 10 years. And lastly, curb ramps, if there are any deficient or non ADA style curb ramps, as part of these crossings, those would also get upgraded. So, really, this would be kind of a turnkey project and a lot of these locations that really need some upgrades. And we see that having this potential ability to gain immediate funding where we can start work immediately. We literally just break this up into four projects and get it done within the time period that ARPA requires. So here, again, this is just for this project's breakdown. We're looking at just over a million dollars now. We've got a subtotal here. I added a 15% engineering contingencies, which is very standard in our industry. And then I added in for the high vis crosswalk machine, which is \$60,000. So with that, I'm going to go onto our second and last project, which is going to be what I'm calling our school LED and driver feedback sign project. And let me just bring up Google Map again. And I'm going to turn off this layer of RRFB and turn on this location map. So as you can tell, there's actually more in this situation or at this project. So what is a school LED driver feedback sign? I'm going to

show you. So this is in essence what it is. Everyone has seen the school speed limit, 15, when children are present signs. This one happens, say when flashing our state requires when children are present, so the message will be slightly different, but we've all seen these signs. And I know that even tonight, Lieutenant Sobieck was talking about driver feedback signs, that they have a number of 'em that's used for enforcement tools that they will put at different areas of the city based off of complaints. What we would be doing in this situation is basically putting two signs onto one assembly. It would be solar-powered, so we don't have any electrical bills associated to these. And then the criteria that we used was to look at all schools, not a single school was not considered as part of this program. And it would be on a collector street or higher in category, meaning like a collector, major collector, minor arterial, major arterial streets. And that really is pretty much all of our schools with, I think, maybe four of 'em are not, but what would happen when during school activities or when school's in session is when these signs get activated. So you really wouldn't see anything different than what you'd see now, other than this your speeding, it would be blank, but as soon as someone starts speeding through there, not only it shows the speed, and you can see in this pictogram GIF here that you'll see there's some alternating lights, the yellow lights, the white lights around here also blasting that motorist that, "Hey, you're speeding. And this is what your speed is. And this is what speed limit you should be traveling." So we think it would be a very effective tool. I've heard tonight many times that the elders get it, the police department gets it, that speeding is a major complaint in the city. And I can tell you from a staff level, not only I hear those same complaints from residents in our community, but it's also around the schools. I do get calls from parents from time to time that speeding is a problem in these school areas. And in order to keep in spirit of Safe Walk and Bike, just really go with the efforts that we're trying to do here. Lastly, on the actual engineering part of it, we would be using a system called BlinkLink or whatever, if there's a competitor's version out there other than the one that I have researched at this point in time. What BlinkLink does is it gives us the ability through a 4G modem to make adjustments, get all this feedback and basically program and get data and information from all of these devices on a cloud basis. So all this information is stored on a cloud, we'd be able to get it. And in addition, we'd be able to program these based off of the school timeframe. So obviously, we don't want these things flashing when people are going over 15 miles an hour on a road that's supposed to be 35 and it's outside of school hours. So you can tell there's a lot of programming that goes with this. And the last thing I really wanted to do was tax our electrical staff with going out and having to at each of these location go and make modifications throughout the year, obviously, the beginning of the school year. And we have a host and a number of blinker type of systems that we actually would be replacing. And with this, just to make them consistent throughout the city, like, for example, how elementaries got a blinker system with the two lights I will alternate flashing back and forth. And we would be looking at replacing that system and putting something like this in. Like I said, I know just 'cause of the staff that we have here working in public works, that those can be very time consuming and the systems are so legacy at this point in time that we can't even get replacement parts. So, I think that we're right by the taxpayers and their money by being able to go ahead and replace a lot of this old equipment that really needs replacing anyway. And let me get to the costs on these here as well. So here we go, very similar spreadsheet though. We have RRFB. We've got these schools, we've got the numbers signed assemblies that would be required. 'Cause there are some schools that may have two streets on them. So as a matter of fact, you can see some of them here. We have Nicolet school, you have Irwin Avenue and you have University. So both of those streets would qualify, so both of those streets would get such an installation. So then you can see what the cost per assigned assembly is, roughly \$7,600. And then the standard cost, which would mean if we have one, two, three, or four signs possibly at these locations. And the bottom line cost on this part of the proposal would be 578,738, so just under 580 for this proposal. So with that, I really don't have much more. I just wanted to show you overall kind of, with the Google Maps. And just so you get an idea that we really are trying to spread the cell throughout the city. Also, like I said, being cognizant of what we have for priorities within Safe Walk and Bike, which would be respective to equity, making sure that areas that have disadvantage are going to take a priority in this. And that's probably what we would end up doing once we finalize a plan. And if we get this approved, we'll be looking at probably taking care of those locations in the beginning phases of the project. So I'll just turn on actually, you can see now with the blue and the red, so . I'll just leave you with this. I really think that this is a pretty monumental and pretty large project that I think there won't be a single person that's not gonna be impacted by this. And with the number of complaints that we get, and oftentimes, there are true reports of non-compliance of motor vehicle drivers not yielding to pedestrians and crosswalks. These RRFBs have an

incredible efficacy to them. I mean, well, you saw it even in the videos, I mean, people just stopped for these things. And that efficacy rate, and I believe is near 90%, which is an incredible number.

- Wow!

- The device itself is what we call on approval by FHWA. The city currently has five of these systems in place right now. And I can tell you that we get a lot of positive feedback at those locations where we do have them. And the interim approvals, once we put this forward, we do have to submit a list to the DOT and the Federal Highway Administration that we are using this device. Like I say, it's experimental nature, but the reason it's not what we would say in the final manual is because the final manual hasn't been updated since 2009, and this device came out after that. And I can tell you as being a transportation professional, I'm a member of the Institute of Transportation Engineers. And I can tell you that it's not a matter of if this is getting into that manual, it's a matter of when there's an overwhelming support for in this community and FHWA even in some of the draft of this MATC document this device is in it. So I'm not worried about that by any means. These devices are actually being encouraged by federal highways and by state agencies for implementation. So, on the project, I know it's a lot to digest. There's a lot of numbers here, a lot of locations here. And the plan itself, if you haven't read the Safe Walk and Bike Plan, I encourage you to do so. There's a lot of good inform in there. And as Stephanie can attest to, boy, that was a great thing to get behind us and to get overwhelming support by our common council back in 2019 and just hit the growth of some of these projects. But now we're at that point where we do need the money. We need these projects that can have an immediate impact on this community. And I think with this project or these two projects, I think we're gonna make an incredible mark.

- Wow.

- Yeah.

- Fantastic, thank you. Question by the members of the commission.

- Not a question, but a comment. I really hope this gets approved. I think that this just looks awesome. Your team did a great job.

- Thank you.

- Thank you.

- I have a question. Dave, can you hear me? I have a question.

- Okay. So Dave, you're talking about the speed boards underneath the speed limit signs. I don't know if I heard you right or not, but that does collect data?

- The systems are capable of collecting data. It's gonna be a matter of how we specify the devices. I honestly don't know the depth and breadth of the BlinkLink system. This is somewhat new to us, but I do know that through a lot of the other types of boards like this, that, that feature is available. For example, I know that the boards that are used by the police department by all traffic pollutions, I believe that's the name brand on those, those do have the capability of doing data collection.

- The reason why I ask is 'cause you brought up University Avenue. It would be great if it did do data collection, even if it's not during normal school hours, even after the fact-

- No-

- Maybe there'll be a way where the sign doesn't have to blink after a certain time period, but it still collects the data.

- I would agree with you. I think that would be money well spent if it's an additional feature. I think we should be including that in all of these devices.

- Yes, I would suggest that.

- Okay.

- If we have the funding, let's take full advantage of it.

- Dave, what is the schedule for approval and implementation?

- I know that the question was asked relative to when does finance or when is this coming? Probably the more realistic meeting date would be May 10th that we'd bring this to the committee, and then looks like common council would be meeting a week after it has a potential of meeting common council approval on 17th May.

- Is that contingent upon additional funding from the county and the tribe?

- I would say at this point in time, we can't answer that question 'cause we don't know if anyone's gonna contribute. All I know is that if we get zero interest in on this, I do not think that should be a deterrent for us to continue with this project, and we would seek 100% funding ARPA.

- Okay.

- Okay. I have another question. So you showed us these two projects, which I think they're great. So, I would like to move forward with this, but was there any other projects that you chose not to bring forward?

- I know there was some discussion relative to adding more bike lanes. And as I alluded to earlier, we kind of took the low hanging fruit off the Safe Walk & Bike Plan as soon as it was implemented with some of the buffered bike lanes that we got, basically from the downtown out to Bay Beach, Broadway's got some additional bike lanes that we added. Those were projects that we could easily incorporate. The remainder of the projects when it comes down to bike lanes would be looking at some pretty high dollar numbers on reconstruction of roadways. We're either doing road diets, which we really don't have a lot more of those to do. We've done a lot of road diets over the last 15 years or so. And obviously, we would consider some, but those take reconstruction. And when you have that, you're talking in the multimillions, and quite frankly, that really don't have access even through ARPA with that kind of funding. I certainly would not preclude any consideration for bike lane additions and everything like that. I just think it's gonna be very expensive to do so, but if, let's say, for example, that there's a huge contingency or support for dedicating more ARPA dollars, by all means, it's just, we were looking at probably in that million to million and a half range. And if anything would be more than that, we just thought that it would probably be asking too much.

- Yeah. To expand on that a little bit, I think we wanted to also make sure that we were looking at this from a citywide approach, because the ARPA funds are meant to impact everybody who lives in our city. So there are other types of infrastructure or different things that we can add to different neighborhoods that'd be very beneficial to them, but that aren't necessarily things that would work great in other neighborhoods. So we wanted to make sure that we were getting something that had a very high rate of efficiency and that would be very dramatic in both appearance and then crash reduction. That's what we're looking for, is to have safer roadways, safer access for pedestrians, safer access for bikers and those rectangular rapid flashing vegans mail it. They're very, very useful tools and they're just a little bit more expensive than our regular budgets allow for. So I think that while I would be happy to implement way more things in the plan, if we had the money to do so, this gives us so much pain for our books. So, if there wanted to be any reduction or expansion, of course, we would be interested in discussing that. But I think that out of all the pieces left in our implementation plan, engineering's done a really good job making sure that they're taking this plan and running with it. And I think

this might inspire some of our other partners to do more of the programming, and education, and enforcement because engineering has really stepped up and done a lot of implementation from the plan already. So we're really left with things like this or very large scale projects that would have to take place. So I think this is one of the best things we could put forward from that plan.

- Okay. Good, good.

- I had a question.

- Yes.

- Dave, I know this is the kind of the first time we've seen this post. This is a very impressive plan. Can you go back to the, let's see, the first prioritized list, I guess, the first prioritized list, what that had? There we go. And my question is you have \$2,500 for each curb. Can you help me understand why every curb is identified? Is that because you had mentioned something about it not being ADA compliant? Has each of those been identified as not ADA compliant?

- Well, as I stated, probably right from the onset, this is a planning estimate, and anyone that's ever done any sort of project level of estimation, you sometimes just kind of put generic numbers item. So we just assumed it's gonna average out to about \$2,500 per location. There may be locations I'm spending \$0 on curb ramps because we may go out there and go out this curb ramp is compliant. It's a good condition. It meets everything that we would believe would constitute a safe curb ramp. And locations where we may need to do a little bit more work. There's gonna be locations where we may have to build small retaining walls in order for the grades to work properly to match ADA requirements. So the \$2,500 number is what I had received from our project development group, relative to what would be a safe number to use at each location. Hopefully, we can get it down once we start going into the nuts and bolts engineering of it. But I think it's a safe number to use. Obviously, we wanna shoot for less than 1.6 million, and we wanna shoot for less than \$2,500. But the same time, I'm not gonna propose a project that I know I can't build.

- Right, so my next question tied to that then is if it would be some of these curbs would not be ADA compliant, would not these ARPA dollars kind of make you fix these curbs first because it's federal money?

- I mean, if you're talking generically on how curb ramps are replaced in ADA compliance, our city has a whole complete program that's not even part of DPW traffic, it's actually part of our engineering group. And we have an assessment policy, all of that stuff, that's really kind of completely separate. So looking at projects, our rule of thumb is that if we come within five feet of disturbing an area like a curb ramp, then we will replace if it's non compliant. So we're figuring that into, of course, a project like this and on a planning level, we didn't have time to go out to every one of these locations.

- Sure.

- We need to do this. We really were more concentrating on what we thought would be priority locations. And then, of course, the detailed engineering estimate and ultimate bid for some work like this would take place later.

- Okay. Thank you.

- Good questions, Patrick. Any further comments or questions on this? Okay. Well, David and Stephanie, thank you very much. I thank you all-

- Thanks guys, I appreciate it.

- For sharing these stuff.

- You are welcome. We're glad to bring this forward. We're very excited. This is a monumental task in front of us, not only for building, but hopefully to get common council and finance committee to believe in our goals here. And again, we're hoping this should be something that everyone is interested in seeing how we actually have, or drawing a lot of this from our Safe Walk and Bike Plan, which already has been adopted by common council. So we're just hoping that we're just, hopefully just more or less refining things for everyone to go. Yes, we think this is a great idea. So we thank you for the opportunity.

- Yes, thank you.

- Just a heads up, somebody did put something in the chat about checking with MPO, 'cause they did an ADA study, so just so you guys see it.

- Thank you.

- Yeah, actually, that's something I'm aware of.

- Option to report?

- Well, this was an informational item, chair, and it wasn't necessarily our attention to get a motion or any sort of action from the commission. This is more or less, we wanted to get this information out, A, into the public format, and B, of course, being traffic, bike and ped commissioners to get your feed back on this. If there was anything that you thought maybe we could refine on or if you believe this is something that you'd support.

- Okay, very good. Any further comments or questions from members of the commission? Again, thank you very much, Stephanie and Dave, really appreciate it. It's very exciting big pride to move us forward. And I think we all feel that way. Any other comments? Is there anything else to come before the commission this evening? If not, is there a motion to adjourn, to may, let's see this, be

- Motion to adjourn.

- Okay. Is there a second?

- Second.

- There is a second. All favor signify by saying aye. All right. Thank you very much. Very good meeting. Have a good one.

- Thank you.

- Thank you.

- Lieutenant. Oh, he left. Oh, there he is, Lieutenant.