



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, MAY 16, 2022, 5:30 PM
Room 310**

A. ROLL CALL.

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

Present and Voting: Dan Teaters, Melissa Flucke, Mike Sobieck, Craig Stevens

Present and Not Voting: Dan Theno

Excused: Kasha Huntowski

Absent: Patrick Sorelle

Others Present: Alder Randy Scannell

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, May 16, 2022 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Lieutenant Mike Sobieck, seconded by Alder Craig Stevens to approve the agenda of the Monday, May 16, 2022 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, and Dan Teaters

No- None

Abstain- None.

Motion carried.

C. APPROVAL OF MINUTES.

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

Moved by Lieutenant Mike Sobieck, seconded by Alder Craig Stevens to approve the minutes from

the Monday, April 18, 2022 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, and Dan Teaters

No- None

Abstain- None.

Motion carried.

D. REGULAR BUSINESS.

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

Moved by Lieutenant Mike Sobieck, seconded by Alder Craig Stevens to receive and place on file the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes- Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, and Dan Teaters

No- None

Abstain- None.

Motion carried.

2. *Initial Request*: Consideration with possible action to establish a NO STOPPING OR STANDING zone on the north side of Emmett Street from Lincoln Street to west of Shea Street. (Ald. Scannell - District 7)

Moved by Lieutenant Mike Sobieck, seconded by Alder Craig Stevens, that on a 90-day trial, to establish a NO STOPPING OR STANDING zone on the north side of Emmet Street from Columbia Avenue to Lincoln Street.

Yes- Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, and Dan Teaters

No- None

Abstain- None.

Motion carried.

E. INFORMATIONAL.

I. Next meeting: Monday, June 20, 2022.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

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

Moved by Melissa Flucke, seconded by Lieutenant Mike Sobieck to adjourn the current Traffic,

Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, and Dan Teaters

No- None

Abstain- None.

Motion carried.

VERBATIM MINUTES.

- ...email and my phone message today. We were going to try to cancel the meeting at that point, because obviously, there isn't much to talk about tonight. So we'll have a very quick meeting, hopefully, if he doesn't talk too much. But other than that, legally, we had to cancel the meeting before 24 hours, before the meeting started, so we couldn't cancel. So we had a miscommunication. I'll take responsibility for it, 'cause normally I would cancel out a meeting with such a little bit on the agenda. In the future, we're gonna try to avoid that. Dave and I talked earlier. He's gonna send me the proposed draft agenda before we send it out to the commission members, just to see if there's enough on there for calling a meeting. So, sorry to take you away from your garden work and recycling or whatever, but here we are. Chairperson Theno, here. Vice Chair Huntowski is supposed to be viewed as being excused. Alder Craig Stevens?

- Here.

- Lieutenant Mike Sobieck?

- Here.

- Melissa Flucke?

- Here.

- Patrick Sorelle? Not here. Dan Teeters?

- Here.

- Okay. Approval of the agenda and approval of the minutes. We usually take those together. Is there any objection to taking B and C together? Okay. Is there a motion?

- I make a motion.

- Motion by the Lieutenant. Is there a second?

- I'll second.

- Second by Alder Stevens. All in favor, signify it by saying aye?

- Aye.

- Opposed, nay? The ayes have it. Regular business, a report from the police department on the monthly report. Lieutenant?

- Has everybody seen the report?

- Okay.

- Yep.

- So, between April and May, that's actually, it's listed in the May report. It's actually between April and March's data. The accidents have stayed relatively similar. There is a slight increase in April. Hit-and-runs were up a little bit, injuries were up slightly, and property damages were down. April, we had no fatalities, so January through April, we had zero fatalities, which is good. Traffic stop data, 36 OWI's, which is fairly consistent for March as well. Our total stops were up from March. I know March we were down. It was the low point for the year. We were back on the rebound and headed back upwards. And probably, part of the reason for the rebound is with the warmer weather, we're doing more traffic enforcement using bots once the bureau transportation of safety. So, I know end of this month is Click It or Ticket national mobilization last week, week and a half into June, so it's a national enforcement initiative for seatbelt enforcement; so we have quite a few enforcements at the end of the month. Over the Memorial Day weekend, we have three OWI task forces happening throughout the county, and we have three dates in May for seatbelt enforcement as well. I also applied for a \$60,000 grant with bots for speed enforcement, which we should be getting from June through August, so they limited it to a three month period. So, we got that, along with...

- What can that be used for?

- Traffic, speed enforcement.

- No, but is it for overtime,

- Yeah,

- or additional help, or...?

- it's for overtime, to put officers in certain areas, specifically these highlighted enforcement areas. The bots program wants us to use these predictive analytic maps, same ones that are in my monthly reports, to deploy those resources. So we would use the hot spots that the bots program pinpoints as problematic areas, and then use those funds to pinpoint those areas for more enforcement.

- Okay.

- So, we have that, and we have even more enforcement over the summer months. Speed boards are back up as well. I don't know if any of you have seen them, but they are back out. They went back out the beginning of April, and they'll continue to be out until it gets too cold for the baddies to operate. One other thing that we're be doing, I think it's June 3rd, it's first week of June; we're teaming up with Wello for pedestrian enforcement. So we'll be doing what they call a "Frogger" campaign, and agencies throughout the county are doing it as well. So, we'll pick an intersection, and

we'll put an officer there, more likely two officers there; and then have people act as pedestrians that cross, and stop anybody that's not stopping for people at crosswalks. So we have that coming up. They'll have three of those dates this summer. I shouldn't say this summer, this year. One's in June, another in August, and then another in October, that ties up with "Walk Your Kid to School Day" or "Walk to School Day." So, that's what we have coming up. Any questions?

- Questions?

- I have a couple.

- Sure.

- Sure.

- Go ahead.

- So, I mean, the report, it seems as though it's pretty focused on traffic enforcement?

- Mm-hm.

- I'm kind of curious. So, when I was at the MPO, a lot of these hot spots that are shown

- Uh-huh?

- on your map, they're pretty traditional hotspots. Gimme some background on what the issues are at those locations where we're having...

- So, the way that I get those, it's the TOPS lab, and I don't know what that stands for. Do you know what that stands for?

- Traffic Operations Lab. It's basically out of UW Madison. They conduct traffic studies all throughout the state.

- So, what they do is they take, and you can set the parameters, I always go back three years. So, it goes back three years, and it looks at all the traffic data. And I always do for that month, so this would be for the month of May. It looks at three years of traffic data history, and it uses, through some algorithm, predicts and pinpoints three areas, or four areas, of places that are likely to have a crash that results in injury; any type of injury or fatality. So, like the ones highlighted, and that breaks down any flags that are listed in any previous accidents. So a common one is, you know, speed, teen driver, 65 plus driver. It just breaks 'em down like that.

- Uh-huh.

- Does that answer your question?

- I'm kind of curious if it has any bearing on if there's design issues, if it's truly impaired driving, if it's....?

- Yeah, there's no indication, or indicator flag, for engineering. Like if it was a branches block-out sign, and people don't see it, and get in that crash. It's more focused on driver behavior, or demographics, like as age. I know the big thing that they want to look at is teen drivers, but that's, you know... It's one in each of the three listed for this month, but so is 65 plus, 65 plus is, and each... Well, two of the three.

- But these are people that are cited? Warned?

- No, these are, this is based off of previous crash data,

- Okay.

- so, people that have gotten in accidents in those three locations.

- Okay.

- I guess I could probably elaborate on some of that, because yeah, I use the community's website as well. And, as Mike had said, it's really strictly focused on anything that's driver behavior that you'll actually find in a crash report, like impaired driving, teen driving, distracted driving. So they're all behavior flags, with the exception of, they've added work zone now, to it; which is, you know, not necessarily driver behavior, but it's kind of flagging that something was going on outside the normal. I can tell you that from a staff, at least from an engineering perspective, we do look at those. So, like, when you look at this map right now, you know, one of the hot spots that we've seen is Mason Taylor, the roundabout there. And another one is right down the road, Mason Packline. You're not seeing it on here, per se. And recently we, well, as you know, the county's actually going forward with the safety improvement project there that's gonna occur next year, that's somewhat prompted from these heat maps. I actually went ahead and did a small project there, even in advance of that, where I put in reflectorized back plates. Again, it's based off of some of the predictive analytics. And, for Mason Taylor, we're gonna be re-striping that roundabout. We're not changing any lane configurations or anything like that, but more or less, going at the higher vis pavement marking and durability.

- Okay. So the reflective back plates, you're talking about what's around the light itself, right?

- Yeah. The signal display is the green-yellow-reds. There's typically what we call a back plate, it's just a back... the frame. It's black, and it's just a frame around it.

- Uh-huh?

- One thing that's been looked at over the last five, 10 years in research studies is the countermeasures and benefits to certain applications; and one of those applications at signalized intersections is now the benefit of adding a reflectorized back plate. It's more geared towards nighttime crashes, like if you are identifying if you have more of a nighttime problem, that may be indicative that the signals just aren't being looked at, and this is just another way to grab the driver's attention. And I actually had the opportunity, we just completed this one two weeks ago, and I went through late last week, it was at night, and I wanted to make sure it was dark, completely dark; and I went through there, and it makes a huge difference.

- I'm gonna make the comment. There's been a lot of comments on that intersection.
- There have?
- Yeah, people are really noticing the light fixtures. Well, I was in South Dakota last week, in Rapid City; every single stoplight has the yellow border, and it really stands out.
- Uh-huh.
- Driving around Green Bay today, I'm like, "You know, we need that on every single stoplight." 'Cause they're really prominent, and you could know that it's there, so...
- Well, here's a way to compare the driver awareness of that. This isn't anything new in the city. I have signalized intersections where I've used that at, and I get little to no feedback. All of a sudden I threw 'em out there, everyone knew about it. I saw it on social media, everything about it, so that just goes to tell you that people are aware of particular intersections that they maybe don't like driving, they feel a little more unsafe when they're driving them,
- Country drive.
- and they're asking why, and now they're going, "Huh, wow. There's gotta be something to it." And it also, I mean, it is a higher volume intersection, with entering traffic into that intersection is quite high. So, yeah, it was a countermeasure that I was like, you know, once we started meeting with the county on this, and started to come up with things to do, I'm like, "I can just pull the trigger on this right away." Like, "I am within my budget, and I can afford this project this year. Let's do it."
- Yeah, when you're driving, it really catches you.
- Mm-hm.
- It does. It really does. Yeah, take a look at it sometime, if you haven't driven it.
- There's been a lot of attention on social media.
- Mm-hm. Yeah, okay.
- That's good.
- That particular one? Yeah, that's good. That's what we want. That's the educational component, you know? And I mean, you know, you're gonna read the comments, and get your naysayers and whatnot, but everyone's gonna comment, you know? Everyone's a amateur traffic engineer, whatever, you know?
- An old school one is Elizabeth and University.
- Yep.
- And just look at, just tape around it, but that's really faded, so...

- That's the first one that I did, actually. And that one I actually did 'cause I was, when they first came out, the price was ridiculously high in it. And I only wanted to do the... I think that's all I did was the main line on that one, 'cause we were having a problem with eastbound left turns. So I think I just did the main line on that, but I actually used spare, just literally from the scrap pile. I told him, I said, "Find long strips of yellow," and so I gave it to our sign shop to do. Electricians took 'em outta the sign shop, and put 'em on there, and everything. And yeah, we had a little adhesive issue at first, and then we got fixed.

- Yeah, they're really faded now, so...

- Well it's been, yeah, it's been over five years.

- Long time ago. Okay. Any other questions, Dan?

- Yep, one other question. Two of the last areas that you showed, area two and area three.

- Uh-huh?

- So, there's two bike-related contributing factors in area two, and there's one pedestrian-related in area three.

- Mm-hm?

- Can we get more details on those?

- I don't have the details on those specific crashes. I certainly can get those next month for any details, 'cause I'll be able to pull up those accident reports

- Mm-hm?

- to see what the contributing factors were, were involved in those.

- Yeah. It'd be good to know if it was, you know, a bike going contraflow on the sidewalk,

- Uh-huh.

- and then, you know, it was a right-hand bike contraflow issue; or something else that, you know, you can't really do a whole lot to prevent, but it'd just be good to see those contributing factors for those bike and head-related crashes.

- Sure.

- Okay. That's my question too, if you're gonna look. All these crashes, are they at controlled intersections?

- Some of 'em are, some of 'em are not. It shows the pinpoint where they are, so some of 'em are at different intersections within that box, but I can certainly see what the violations were,

- Sure.
- like the main factors for each crash in those areas.
- Okay. Any other requests?
- I just have one quick question. What was the circumstance? There was apparently a very bad accident at University and Webster this weekend?
- Yeah, Sunday morning there was an accident, and that actually, I was gonna put out a Nixel tomorrow about it. There is a fatality. I believe the gentleman was 78 years old.
- Correct.
- Oh.
- He's my renter. One of my residents.
- Oh.
- Oh boy.
- So, a Green Bay resident, 78 years old.
- Go through the light, or what?
- He was driving eastbound on a green arrow... Or, not a green arrow. Green light. Another driver failed to stop for a red light.
- Oh, geez.
- Okay.
- And that one, a part of it was failure to wear a seatbelt, 'cause he was ejected from the vehicle. So that was a contributing factor to it.
- Northbound and eastbound. The northbound road was turning red, eastbound had the green.
- Hm.
- Geez.
- Well, you see a lot of people going through the red lights. I see it every day.
- I believe it most likely was failure to pay attention, as demographic.
- Okay. Okay. Any other questions of the Lieutenant? Thank you very much, sir. Do you have a

couple of requests, we can get back to the sentence?

- Yep.

- So, I'll make a motion to receive and place the file.

- Okay. Is there a second?

- I'll second.

- Second by Melissa. All in favor, signify by saying aye?

- Aye.

- Opposed, nay? The ayes have it. Item number two, consideration of possible action. Establish "No Stopping or Standing" zone the north side of Emmet Street, from Lincoln Street to the west of Shea Street. Alder, did you want to say something?

- Sure.

- Okay.

- Give me the opportunity. All right.

- This is coming from a constituent who lives on Shea and Emmet. And there you see, on Lincoln right up there is, you have Western Foods, and there's a lot of truck traffic, very early in the morning; 4:30, 5:30. After they've load up, they go down Emmet to go to Columbia, back to the highway. And a lot of 'em, after they load up, they'll stop, they'll park on Emmet. I don't know if they're getting their GPS situated, or farting around with some paperwork or something. But the stopping is starting at 4:30, 5:30 in the morning is a little loud. And so, if we could just push the traffic a little further west, you know? There's really no housing down that way, so, just like to get the flow of the traffic away from residential. If they need to stop, you know...?

- The final turn on the end, there's no houses there at all, is there?

- No. On Columbia and the north end of Emmet, no.

- Okay.

- So, if we could just put some signage, you know, further east, from Shea, up, and a little pass, just make sure they, you know, scoot on by, they would enjoy their sleep. And so would I, 'cause when they're unhappy, they call me at 5:30 in the morning, And then you're unhappy.

- and say, "You know, I just got woke up."

- Dave, how do you look at this?

- Hey, oh, I should say... Well, go ahead, Dave, you can tell him how.

- Yeah, well, this isn't a new issue. This is something I think, maybe even two years ago, I think this is when it first came up. And you know, there was some discussion already about the "No Stopping or Standing." This situation, I kind of wanted to just, let's try to correct the behavior by talking to Western Foods themselves, so I had a discussion with them. I know...

- I tried, and they never returned my calls.

- Yeah, that's right. They didn't, they didn't return your calls, and I'm like, "All right, I'm just gonna call this guy." So I called the guy, and I'm talking to him, and he's like, "Well, I only have so much control over the drivers, 'cause they're contract drivers, so I can certainly get that word out to them, but I can't necessarily control 'em. I can't, you know, reprimand them, 'cause they're not my employees."

- Mm-hm, sure.

- That was kind of his response that he gave me. So, it sounded like it must have worked, maybe for a while?

- I think it did work for a while.

- It was probably a turnover of drivers. Who knows, he could've even got a different contract company to do the work.

- Yeah, right.

- And you may have a whole new set of drivers, and my guess is that they, you know, that they haven't really updated any of that, I guess. So I guess, relative to the request, I think it certainly is an option to explore. I only pose one concern at this point is, given the time that it's occurring, who's gonna enforce at that time? 'Cause our parking division is not on staff at that time,

- Uh-huh?

- so this really falls back on the shoulders of the police department, and, you know, your night shift that would get called out to do, in essence, write a parking ticket on behalf of the city's parking division. So, I think enforcement could be a little dicey here, and the last thing I want to have happen, is we put up signs, they don't get enforced, and we're sitting back at this table with the same problem.

- Yeah.

- Well, I would say, if there's signs up, "No Standing or Stopping," you could then let your constituents know if they have an issue, call the police department,

- Yeah.

- and then we could send somebody out there.

- Yeah, right. Got it.

- Because then, we can enforce it as it's happening.
- Right, and if we do end up back where we started, at least people are gonna feel we've done something, you know? We're trying to address it. Right now, they feel what we've done before just hasn't worked. And if this doesn't work, well, at least we're still working the ball, you know, we're working the ball.
- Question for you. How long does the activity take place? And the only reason I ask this is, you know, according to what your response was, Mike, is, "Call the police department, and we'll send someone out right away." What if they're only there for two or three minutes plugging in GPS to get out of there, then they're gone by the time you get there? That's another thing too, you know? So, at the end of the day, I want this to be solved just like you do, 'cause we don't wanna be having too rehash this issue. I just wanna make sure we're doing the right thing in order to solve the problem. The other thing I'll mention too is that, if... not if. The condition applies to everyone. So, let's just say that these residents on the south side of the road have a graduation or some other family function; Christmas, whatever, Packers there, Super Bowl, and got a big party, and they park on the north side of the street while that... That zone's gonna apply to them?
- Can we put hours on it, just like, evening hours?
- You could time stipulate it.
- Yeah, 'cause I think, cause I don't...
- What happens if that happens during the day, too?
- Yeah, I think it has happened during the day, and that's not so much the issue. It's early in the morning when it's loud, and it's waking people up.
- Right.
- That's where the rubber hits the road.
- So that would address my second question then, is that if we do this, then I would recommend that we look at it from a time regulation. Starts at this time, ends at that time.
- Mm-hm.
- So what would that timeframe be?
- I would think anywhere from, well, is there a normal overnight timeframe?
- Well, the only thing that we ever do for like, an overall nighttime regulations, are over, you know, on the street parking between three and five. I mean, if you wanted to do that. But it sounds like they're there at 5:30.
- Right, right.

- I mean, you could use any hours you want.
- Okay?
- It's not like you have to be within some, I mean, if you want to kind of cover it by saying, "No Stopping or Standing" midnight to six, or something like that.
- Something like that, yeah. That's what I was thinking. Yeah.
- Or even 10:00, 'cause we have a noise ordinance. I'd just say 10:00 to 7:00 AM, you know?
- Sure.
- And that covers the noise ordinance.
- Okay. Yeah. That's a good idea.
- I mean, who's really gonna have all this company sit there at 7:00 AM? Probably not.
- Right.
- So, you're saying midnight till 10:00 AM?
- No, no, no. 10:00 PM to 7:00 AM.
- Oh, 10:00 PM to 7:00 AM. Okay.
- Right, yeah.
- That covers our
- That would match
- noise ordinance,
- our noise ordinance.
- so I think that should cover it.
- Yeah, that makes sense. That jives.
- People go to sleep early too, I'm guessing.
- Yep, yep.
- Not all of 'em are night owls like you, Randy.

- I've already taken three naps today. I'm good.
- It's always good for a code enforcement officer, if you can piggy back times, and make it a little easier to...
- Yep.
- keep things consistent.
- Agreed.
- Mm-hm. Okay.
- That would be more recreation, I think, we got an enforcement component behind it.
- Is there a motion to that effect?
- A motion to what Dave said?
- Well, even before we get, I mean, I know where we're headed, but what exact limits? I was kind of a little confused on the western limit. So, it sounds like the eastern limit would be Lincoln Street, correct?
- Yep.
- So basically, right at this corner?
- Yep.
- And how far?
- Just a little west of Shea.
- So, okay. Let's just zoom in here. So there's a residence, it looks like, right here. Right? Is this a residence?
- Yep.
- So you're saying like, past this patch in the road here, or I don't know, past this garden, whatever?
- Yeah, that'd be a good spot there.
- Dave, are there, do you have a lot line on the north side of the road?
- I can't bring 'em up. This is just Google Earth.
- Oh, okay.

- I was gonna say, if we can just identify it by the parcel ID number, we'll just say the west boundary of that parcel on the south side of the road.
- Hold on a second. I can bring up Brown Dog. Brown Dog will show us where that is.
- Old, trusty Brown Dog.
- I've heard of piecework, but not parcel work.
- See, he's already bringing some experience to the table, here.
- Yeah, that's good. That's why we pay him the big bucks. There, Brown Dog.
- Yeah. Interesting.
- It's a good tool.
- Yeah, it really is.
- It looks like, looks like it's right in the midpoint of the block. So, you're saying about right here?
- Yeah. I would say
- On the north end?
- from the corner of wherever your starting point is, to the west line of parcel... What's the parcel ID there?
- So basically, 905, 907.
- Yep, yep.
- There you go.
- The west side of...
- No, is that the correct...?
- So put the sign right here?
- Parcel 18-53.
- Right.
- Yep.
- So, isn't it the next block?

- No, I think...
- Uh, let's see.
- Shea...
- No, you meant... No, this is Shea.
- Shea. This is Shea. That's Shea.
- No, I thought we were going between the other one, next to Linden?
- Nope, that's right of way. That's in the middle of the park. That was never...
- Let's see if I can change these graphics, here.
- Just go down to the second part there, Dave, and turn on the air photo.
- Right here?
- Yep.
- Okay.
- Yeah. It's all park land, or something.
- Redevelopment starting?
- Yeah.
- Right of way, and...
- You think that's far enough away from the house for the noise peace?
- Yeah, well, he could park right here,
- Yeah, I don't know about that.
- and then that'd still be...
- Yeah, that's why we were doing the next street over.
- And then, this actually looks like it's street right of way, but it's all grass.
- Right.
- So, you know? Well even, let's just say we push it to this point. Well, you got these residents even here, so even at that point, I mean, I'd say just get it out of the residential, and just force 'em from

this point on. I mean, how many trucks are you parking, like one or two at a time?

- Yeah, I would think so. Yeah.

- Yeah, just get 'em to that area.

- Yeah. That makes sense. It probably is really... Yeah. Yep.

- So, the middle of that block?

- And the city of Green Bay, you got someone who's got property here. I would just say, I don't know, you got this residence here, so even if there was a truck parked here... why don't we just do the whole side right there, and then they can park in this area, if they want?

- Yeah.

- You know this, they won't be bothering anyone over here, but I could see 'em potentially bothering someone, you know? These neighbors right here, if they're sitting right here.

- It's all good.

- Again, trying to not make this come back. Let's kinda...

- Okay. What is the name of that street there?

- Columbia.

- Oh, that's Columbia? The last one?

- Yeah. This one's... no, I thought Columbia goes through?

- Well, no. Columbia is where you're gonna be pushing 'em down to.

- Oh, right.

- That's what you refer to, Dan?

- Yes.

- Yeah.

- Yeah. That's Columbia. So basically, we're saying all the north side; Emmet street and its entire north side.

- Sure, sure.

- Okay.

- I can't imagine that people are parking there anyway. So, I mean, what demand do you have? You don't have any people living there, or anything.

- No.

- Probably nobody parking there anyway.

- Okay. So, make a motion to have a "No Stopping or Standing" from 10:00 PM to 7:00 AM on north side of Emmet Street?

- Second.

- That's a good motion.

- Okay. Any questions? All in favor, signify it by saying aye?

- Aye.

- Opposed, nay? The ayes have it.

- I don't have to call you at 5:30 in the morning.

- That's right. And you would hear from me.

- Yeah.

- Okay.

- It's pretty hot out today. Burger or something?

- Thank you, sir.

- Yep.

- See you tomorrow morning, then? Nine?

- Yeah. Nine o'clock, I'll see you. Thank you, Randy.

- Okay.

- Take care.

- Take care.

- Next meeting, June 20th. Is that a problem for anybody?

- I'm out of state.

- You're out of state. Okay.
- Hiking The Grand Canyon.
- Oh. Ah!
- Before it gets too hot?
- It's gonna be hot. Oh, yeah.
- You're gonna do that rather than meet with us?
- Yes, I am.
- Nice.
- Okay. We'll put you down as excused, then.
- Thank you.
- Yeah. Okay. Is there a motion to adjourn?
- I make a motion to adjourn.
- Is there a second?
- Second.
- There's a second by the Lieutenant. All in favor, signify it by saying aye?
- Aye.
- Opposed, nay? The ayes have it. Thank you very much for your indulgence tonight.
- Dave, I saw you playing yesterday at the race.