



AMENDED **MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION**

MONDAY, JULY 18, 2022, 5:30 PM
CITY HALL - 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, Kasha Huntowski, Melissa Flucke, Mike Sobieck, Craig Stevens, Patrick Sorelle

Present and Not Voting: Dan Theno

B. APPROVAL OF THE AGENDA.

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

Amended to move Item D.4. in front of Item D.1.

Moved by Dan Teaters, seconded by Kasha Huntowski to approve the amended agenda of the Monday, July 18, 2022 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

C. APPROVAL OF MINUTES.

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

Moved by Craig Stevens, seconded by Kasha Huntowski to approve the minutes from the Monday,

May 16, 2022 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

D. REGULAR BUSINESS.

1. *General Business*: Consideration with possible action on the report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)

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

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

2. *General Business*: Consideration with possible action on the report by the Police Department of the 2022 1st and 2nd quarter serious injury and fatal crashes. (All Alders)

Moved by Craig Stevens, seconded by Melissa Flucke to receive and place on file the report of the 1st and 2nd quarter serious injury and fatal crashes.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

3. *Initial Request*: Consideration with possible action on the report by the Police Department and Traffic Engineer of the 2022-2023 adult crossing guard locations. (All Alders)

Moved by Craig Stevens, seconded by Kasha Huntowski to approve the 2022-2023 adult crossing guard locations.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

4. *Initial Request*: Consideration with possible action on the request by Ald. Galvin on behalf of residents in the 1100 block of South Clay Street to remove the NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the east side of Clay Street from Emilie Street

to Grignon Street. (Ald. Galvin – District 4)

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

- A. Remove the NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on both sides of Clay Street from Grignon Street to Eliza Street.
- B. Establish a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on the west side of Clay Street from Grignon Street to Emilie Street.
- C. Establish a NO PARKING 8 AM TO 8 PM DAILY EXCEPT BY RESIDENTIAL PERMIT zone on both sides of Clay Street from Emilie Street to Eliza Street.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

5. *Initial Request:* Consideration with possible action on the request by the Fire Department to establish a NO PARKING RESERVED FIRE DEPARTMENT zone on the west side of Adams Street from a point 115 feet south of Chicago Street to a point 60 south of Chicago Street. (Ald. Johnson - District 9)

Moved by Craig Stevens, seconded by Kasha Huntowski that, on a 90-day trial, to establish a NO PARKING RESERVED FIRE DEPARTMENT zone on the west side of Adams Street from a point 115 feet south of Chicago Street to a point 60 south of Chicago Street.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

6. *Termination of 90-Day Trial:* 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.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

7. *Termination of 90-Day Trial:* 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.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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.

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

Voice vote. Motion carried.

8. *Termination of 90-Day Trial*: 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.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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.

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

Voice vote. Motion carried.

9. *Termination of 90-Day Trial*: 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.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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.

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

Voice vote. Motion carried.

10. *Termination of 90-Day Trial*: 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.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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, and adopt by ordinance.

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

Voice vote. Motion carried.

11. *Termination of 90-Day Trial*: 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.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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, and adopt by ordinance.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

12. *Termination of 90-Day Trial*: Remove the NO PARKING zone on the west side of Ashland Avenue from James Street to a point 130 feet south of Mather Street.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

13. *Termination of 90-Day Trial*: Remove the NO PARKING zone on the east side of Ashland Avenue from Mather Street to Dousman Street.

Moved by Mike Sobieck, seconded by Kasha Huntowski to remove the NO PARKING zone on the east side of Ashland Avenue from Mather Street to Dousman Street.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

14. *Termination of 90-Day Trial*: 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.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

15. *Termination of 90-Day Trial*: 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.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

16. *Termination of 90-Day Trial*: Remove the NO PARKING zone on the west side of Ashland Avenue from Kellogg Street to a point 80 feet north of Kellogg Street.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

17. *Termination of 90-Day Trial*: Remove the NO PARKING zone on the west side of Ashland Avenue from Dousman Street to a point 300 feet north of Dousman Street.

Moved by Mike Sobieck, seconded by Kasha Huntowski 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.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

18. *Termination of 90-Day Trial*: Remove the NO PARKING zone on both sides of Ashland Avenue from Dousman Street to south city limits.

Moved by Mike Sobieck, seconded by Kasha Huntowski to remove the NO PARKING zone on both sides of Ashland Avenue from Dousman Street to south city limits.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

19. *Termination of 90-Day Trial*: Establish a NO PARKING zone on both sides of Ashland Avenue from the south city limit to Mather Street.

Moved by Mike Sobieck, seconded by Kasha Huntowski to establish a NO PARKING zone on both

sides of Ashland Avenue from the south city limit to Mather Street, and adopt by ordinance.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

20. *Termination of 90-Day Trial*: Establish a NO PARKING zone on the west side of Ashland Avenue from Mather Street to James Street.

Moved by Mike Sobieck, seconded by Kasha Huntowski to establish a NO PARKING zone on the west side of Ashland Avenue from Mather Street to James Street, and adopt by ordinance.

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

E. INFORMATIONAL.

I. Next meeting: Monday, August 15, 2022.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

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

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

Yes- Craig Stevens, Dan Teaters, Kasha Huntowski, Melissa Flucke, Mike Sobieck, and Patrick Sorelle

No- None

Abstain- None.

Voice vote. Motion carried.

VERBATIM MINUTES.

- [Dave] One second.

- [Matt] Oh.

- [Dave] Okay.

- [Matt] You ready? Call meeting to order of the Traffic, Bicycle, and Pedestrian Commission of July 18th, 2022. It should be noted that all commissioners are present. Is there a motion to approve the agenda?
- [Brad] Take motion.
- [Matt] And seconded?
- [Kasha] Non amendment move, four to one.
- [Matt] Yep, four to one. All in favor, signify by saying, aye.
- [All] Aye.
- [Matt] Opposed, nay, the ayes have it. Move to approve the minutes of May 16th. Is there a motion?
- [Alder] I'll make the motion.
- [Matt] Motion by Alder second.
- [Kasha] I second.
- [Matt] There's a second, by Kasha, all in favor, same five by saying aye.
- [All] Aye.
- [Matt] Opposed, nay, the ayes have it. Okay. Let's move to the regular business consideration of possible action on the report of the police department on the monthly traffic enforcement.
- [Lieutenant] Were we doing the amended, so D four was moving before D one?
- [Matt] Oh, right. I'm sorry, I've been with the kids outside all day. D four, consideration of possible action request by Alder Galvin, on behalf of residence of the 1100 block of South Clay Street to move the no parking 8:00 AM to 8:00 PM daily, except by resident permit, zone on the east side of Clay Street from Emily Street to Greg Don, how do you say that?
- [Lieutenant] Grignon.
- [Matt] Grignon, Grignon Street.
- [Lieutenant] Can you hear us though?
- [Galvin] Yeah, I've got it, yep.
- [Matt] Okay Alder, would you like to speak first, Alder Galvin?
- [Galvin] Okay sure, that's okay. The lady that put the petition together, came to me and asked about changing the parking on her street after talking to a number of her neighbors. And as everyone knows, this is still part of the hospital corridor where there's resident only parking and it's been changing in some of the areas surrounding the hospital and evolving. And I think this is just another step in that direction. So she approached a number of her neighbors with a petition, I think you have a copy of it all there with you, and the majority of the neighbors have asked that the parking restrictions be altered for just her block. And after talking to her and a few other people, I don't see any reason to deny it.

- [Matt] Okay, any questions of the elder? Okay. Dave, do you have any comments?

- [Dave] No, but I just direct your attention to the screen. I have two documents here, number one is the submitted petition of these signatures. I did verify them, and you can see on this map, this is what they look like. So they're really looking at just removing the residential parking on the east side anyway, in this one block. And so you can see this total of six addresses affected by the request. Five of the six addresses have signatures, and three of the six have two signatures each. So to me, that sounds like a super majority that we have that are in support of this request. There's really no traffic, safety concern, or engineering concern that I have on the request. I mean, the street has this parking available on the east side that just has some conditions on it, means we could open it up and have anyone parked there. So, just as long as they're aware that they could get parkers there now during the day.

- [Matt] Okay.

- [Dave] But yeah, there's no real engineering or safety concerns on my end.

- [Kasha] I have one question. I have no problem eliminating it at their request, but is the next block or the block before, do they still have the restriction? 'Cause if it's like two blocks that have it, should we just maybe remove both blocks, so there's one block in the middle of something?

- [Matt] Good question.

- [Dave] Well, number one, the request is simply for that block, so to extend it outside that really isn't on the table right now. But to answer your question, it's probably a lot more extensive than that. These residential zones are all over the place in this neighborhood.

- [Kasha] Yeah.

- [Dave] So the probability, I don't know off the top of my head, but I do know that I'm quite, quite certain that it probably is.

- [Kasha] Okay.

- [Dave] And consecutive blocks thereafter, and east and west there, they're all over the place. But like the Alder was saying, that there's been areas by the hospital that they have been removed by request, and that's fine if they don't want their residential permit zone anymore, that's quite fine on our end. As long as they're completely understanding of that, that they don't have this reserved parking anymore, it goes away.

- [Lieutenant] Are you think about extending it?

- [Kasha] I just know that I live over there and half the time it's just sitting empty anyway. And I don't know why we're restricting it, necessarily.

- [Lieutenant] Well, Alder's on the phone if you wanna ask him.

- [Kasha] Have you heard from anybody else, whether they wanna keep that in place or if they care if it stays up, Alder Galvin?

- [Galvin] Yeah, we had some people that wanted it removed on the other side of Webster, and that ran into one big, huge stone wall and didn't progress. But basically most of the neighborhoods east of Webster Street feel that the residential parking is actually too restrictive, and that it forces them to have anyone that stops by to visit or do work, call in and get permits and things like that. They're much more comfortable with parking

on one side of the street, not the other, or just a certain amount of hours that anybody can park without having to worry about getting a ticket.

- [Kasha] Okay, thank you.

- [Matt] Okay, is there a motion to approve their request?

- [Dan] I'll make a motion to approve.

- [Matt] Okay, there's a motion. Is there a second?

- [Kasha] I'll second.

- [Matt] And there is a second. All in favor, signify by saying aye.

- [All] Aye.

- [Matt] Opposed, nay. The ayes have it, thank you, Alder Galvin.

- [Galvin] All right, thank you. I really appreciate your help with this.

- [Matt] You bet. Okay, back to number one, consideration of possible action on the report of the police department on the monthly traffic enforcement unit traffic safety plan.

- [Lieutenant] So there's actually two months in there for May and June. Accident wise, there are only one accident different and number between May and June. So June had one more accident than May. However, the injuries in May were significantly lower than June. I'm sorry, the injuries in June were significantly lower than May. And I don't know what necessarily attributed to that, but it is a good sign to see that injuries are down. We'll see how that progresses for July. Enforcement wise, the number of stops continue to rise, June we had 741, where May we had 627. So there's been a significant increase in traffic stops, which is consistent with the amount of extra traffic patrols we've had, specifically with grant funded traffic safety for speed enforcement, which started up in June. It goes June through August. Our enforcement areas are kind of the same areas that shifted slightly between the months. With the ones in the July report, some of the notable accidents from history in those locations are the area by Barrett at Main Street University, a couple years ago, one of those accidents was somebody rear ended a city bus. Another accident where somebody was, intent of driving rear ended another vehicle. The other intersection of Webster that covers sort of between east Walnut and Mason Street, a T-bone accident, somebody ran a red light, motorcycle driving too fast, comes up behind another person, lays it on the side because they're driving too fast. And another inattentive driver, rear-ending somebody. In these accidents that I'm mentioning, they're all injury accidents, so in these highlighted areas, it's highlighted based on the concentration of access, creating injuries within the last three years in the timeframe of 30 days from when I ran the report. So it would've been mid July to mid August, so in that 30 day time period, historically, this is the highest concentration of injury causing accidents. The one on the west side, downtown or Broadway area, one of those was a pedestrian accident, which the pedestrian was running 10:00 PM that night, ran out into the intersection and got hit by a drunk driver. So kind of both people were at fault, the pedestrian shouldn't have ran out traffic, but the person shouldn't have been drunk driving either. Those were kind of the major of the accidents, historically in those areas. Complaint wise, throughout the city are far what we consider District D, which is essentially like east river to the east. We are seeing the highest volume of complaints, not many downtown, not too many on the west side, but most of 'em are the far east side. And some of the same ones continue here, on Road with motorcycles, especially evening hours, night hours on weekends, racing up and down. And to counteract that we've had numerous speed task force deployments in that area, and the problem still continues. I guess there's no way that we can enforce that area all the time, but during these time periods, there's these car groups that tend to get together and race, and meet up at different locations in the city. And we've been trying to counteract that, but what some of these motorcycles have been

the biggest realm where officer goes to stop 'em, they just take off, and there's no way that we can pursue them. And a lot of times the license plate's hidden, so we can't see it, and that happens frequently. And the same issue happened last year. So, we continue our enforcement efforts, as you can see, the traffic stops have almost increased a hundred since the previous month, and hopefully get a good handle on this. I think the problem with the east side is a lot of the people, enforcement's not gonna change their driving behavior, they're just gonna drive that way because that's what they want to do. So we can do it as much to enforce it, as possible, and some of 'em we've had increased to max out their citations, especially loud exhaust. And we just keep getting the repeat offenders where people, neighbors are sick, they complain about it, we go out, we cite 'em, and max out the citations that we can, and that stops 'em for a little bit, but then three weeks later, they're right back at it. So for whatever reason, the citations don't... They're not affected by the citations, they'd rather have, or continue their behavior, than changing it based on citation.

- [Matt] So what do you do when you don't have somebody responding to their warrants, for citations?

- [Lieutenant] When we don't have someone responding to their warrants?

- [Matt] Well, if they just ignore your citation, they don't pay it.

- [Lieutenant] Yeah, if they don't pay their citation, so if they don't go to court or pay it by that court date, then the court will issue a warrant. So if they get a warrant, then obviously that wouldn't come in with them, then they can go to jail. And you know, some of these people, they'll probably get to that point. However, when the court date's out, if somebody gets a ticket now, the court date's three months from now. So then, it's July, they're not gonna have court until September, October, and by the time a warrant gets entered in the system, it might be December. So, it's half a year down the road, then the warrant gets entered.

- [Matt] Is that through the traffic court or the circuit court?

- [Lieutenant] It depends, some traffic citations are ran through union court and some are through circuit court. A lot of the ones during these OWI task force, speed task force, click it or ticket task force, most of those citations go through circuit court because you'll have a Green Bay officer working in Brown County, or you have a county officer working in the city, so they all use circuit court for that. But their process is the same, it's actually dragged out longer because their court dates are farther out in the future.

- [Dan] So they can pay their ticket, and repeat the bad behavior.

- [Lieutenant] To a certain extent, now if it's speeding, there's points associated with that, and once you lose enough points, the DOT can suspend your license. But we've seen quite a few suspended drivers. and revoked drivers still driving, as well. So I think there's a certain group that it doesn't... Enforcement doesn't scare 'em, they're not afraid to get a ticket. And I know for a fact, there's a couple like I mentioned, loud exhaust where yeah, they're ticketed multiple times, and they just continue to be problematic with it, and unfortunately all we can do is keep citing 'em for it.

- [Dan] Can you have impound the car?

- [Lieutenant] No. That would change it. But yeah, I don't think we-

- [Dan] 'Cause I agree. You know, suspended driver's license, or driving a vehicle, you should be able to suspend that, you should be able to impound that vehicle.

- [Lieutenant] Not necessarily. If the vehicle... We can tow vehicles, if they don't have a registered driver, a suspended driver, if it's not legally parked. So on a residential street where somebody pulls over and it's legally parked, we cannot tow that vehicle, as per policy.

- [Dan] So that's a city policy.
- [Lieutenant] Yeah, it's a Green Bay policy.
- [Dan] Well, I figured that, so we may need to look at changing that.
- [Brad] How does the police department work with the code enforcement department? Because if it's a noise issue, it can also be a nuisance issue, and that can be left up to the code enforcement department and the code enforcement department can issue citations on a daily basis.
- [Lieutenant] Yeah, and I don't know if the particular address, I'm drawing a blank, I think it Oak Grove, address on Oak Grove that we continually had a problem with. I would hope that the officers did a what we call a landlord referral, which then can go into loosens abatement. I don't know if that was that or not, but definitely that's something I'll look at-
- [Brad] 'Cause I'm dealing with one in Ledgeview right now, too, so we're gonna get to the point where if they're not gonna comply, then we're gonna have to step it up one way. And that's coming from a code enforcement standpoint.
- [Lieutenant] Definitely, I'll check on that, because yeah, if any way that we can tackle it is better.
- [Kasha] That address doesn't sound familiar for a recent property referral, but we get so many, that-
- [Lieutenant] But we had, especially with the request for service tab, on the city's website, we've gotten numerous complaints from that address. And like I said, officers, I believe it was in May, dealt with it, issued citations and called off, but then three weeks later ran back up, and it's like a same cycle over and over again.
- [Dan] Well, I think we should look at the policy too, about towing vehicles.
- [Lieutenant] Yeah, I know there was-
- [Dan] 'Cause that was an ex-chief decision, so.
- [Lieutenant] Yeah, that was changed. It was a while ago, five, six years ago.
- [Dan] I think five years.
- [Lieutenant] We used to have, if it was not a valid driver, and nobody could be there, or in the vehicle and move it, we either have them remove it, have somebody get there in a reasonable amount of time, or we'd tow it. And then it got changed. I don't know the logistics of changing that, if that would... I think there would be a large part of the population that'd be upset if we changed it back to the way it used to be.
- [Dan] Well, it'd be at your discretion to use that policy, if you got repeat offender, yank that vehicle, that'll make him think.
- [Lieutenant] Yeah, if we put that in policy.
- [Dan] Right now, the policy, you can't yank it.
- [Lieutenant] Correct. And I don't-
- [Dan] Sounds like a good ordinance.

- [Lieutenant] I guess it'd have to be, determine what's a nuisance vehicle, nuisance driving behavior, that was the fine.

- [Matt] Well, there was a speeder down my street, Short Street on the east side, about five years ago when I contacted the police department and they just kind of laughed at me and they said, "Well, there's 12 warrants out for that guy, and he just doesn't pay attention to 'em." And I said, "Well, why are you allowing this turkey on the streets? Impound his vehicle, that would wake him up." So, there could be a threshold put into legislation, either by department policy or by ordinance of the city council. But, this is my big bugaboo, is the speeding in this city, I just am so furious. I'm a former neighborhood president, and I can tell you that every neighborhood president in this city will tell you the same thing. The biggest complaint they get is speeding.

- [Lieutenant] Yeah, it'd be nice if there was an ordinance where if you had so many speeding violations within a certain period of time, impound the vehicle. But then it comes down to the impounded vehicle they're driving, you can impound the vehicle only if it's registered to them. But what if it's a rental vehicle? I don't know, there's a lot of issues that I can see, arising from that. I dunno if there's any other agencies or municipalities that do that?

- [Dan] We have to look into it.

- [Matt] Getting back to your report, Lieutenant, when you say you have traffic enforcement through August, did you say?

- [Lieutenant] Speed, just specifically for speed.

- [Matt] And that's through a grant?

- [Lieutenant] Yeah, from the Bureau of Transportation Safety.

- [M] Okay, and when that ends, what happens? Do we just pull back the amount of enforcement that we do?

- [Lieutenant] Specifically under that grant, yes. There's two grants that we have that go throughout the year, OWI task force and click it or ticket seatbelt enforcement. So, we have a certain amount of funds that we can use each year, the grant year ends the end of September, so all our funds, we try to use up everything that were allotted without going over, by that time period. And then we'll reapply and start back up in October. So, with the different type of grants, like click or ticket, has a stipulation in the grant where half of the enforcements have to be in hours of darkness, which they consider 6:00 PM to 6:00 AM. So that forces us to have half our deployments at night. OWI task force would be the same way, it wouldn't make sense to do OWI task force on a Tuesday afternoon, 'cause it's typically not when you see people out drunk driving.

- [Dan] Sure.

- [Lieutenant] So with those, the primary task force, the primary objective is enforcing impaired driving, however, all of 'em have secondary objectives of speed, that's always a secondary objective. So, just because officers are working for patrol doesn't mean they can't pull people over for speeding. So, it's always doubled up, speed's always included with any of those grants. So, even though we don't have a specific one for speeding, those grants are still out there looking for speeders.

- [Dan] I have one more question for you, so, do you have problem streets where you see speeding?

- [Lieutenant] At times.

- [Dan] At times?

- [Lieutenant] Yes.

- [Dan] And is there any coordination between you and the engineering department to relay that information so that they can, if, in your words, enforcement isn't working, then they can look at it from a design perspective to look at potential traffic calming measures?

- [Lieutenant] Yeah, and there's some of the complaints Dave sees as well, 'cause they come in, we both get different ends of complaints as well as our speed board data, Dave also can look at. Most of the stuff is Heron Road, I know there's some people that want-

- [Dave] County jurisdiction.

- [Lieutenant] Some people want speed bumps, well, we can't go put speed bumps on a 35 mile per hour road. So there are some instances where, yes, but most of the complaints that come in are not the residential streets like Avenue we get a lot of complaints on. So it's more the higher traffic areas that we get the complaints on, outside of the noise complaints.

- [Dave] To address your item about traffic calming, and I may have mentioned this at a past meeting, but, and then others, if you know, but we do have a traffic calming policy within the city. And it's very similar to kind of what we just with petitions and getting a higher percentage of people that would be on board within the neighborhood for such traffic calming devices, the speed humps, chicanes, neck downs, bump outs, you name it, these are all tools in those tool boxes. But I can be very frank with you, I have seen zero projects ever come out of it.

- [Dave] I know we've tried.

- [Dave] Well, and it's not necessarily that, sometimes you don't get enough people in the petitions, but that's not usually the majority of the case, the majority of the case is that it doesn't exceed the thresholds. So, a lot of times speeding, and although I know we're talking about speeding and you're showing documents here that prove that speeding is occurring. But a lot of times perception is reality on some of these streets. If you have a very narrow street and someone's going 25, it looks like it might be 35, and that's a consistent, sites that they see, they report it as a speeding issue. We go out, start doing the studies, and we find out that it's really not as bad as what is being described to us. So, that's usually where most of them actually fail, 'cause they're not exceeding thresholds.

- [Brad] Maybe the thresholds aren't too high.

- [Dave] They were, it's all based off of engineering principles, I don't see how those have really changed. The only thing that I could see that's changed over the years, well, it's two things, number one, the vehicles are getting faster and they're getting louder, they're not coming out of the factory louder, it just seems like this is more of a popular thing. I mean, I'm noticing it where I live, I'm sure every one of you sitting around this table notices people are just doing it. Mike knows, I've even given him a complaint, in my neighborhood, too.

- [Lieutenant] We followed up on that one, so I don't know if that's continued problem, but-

- [Dave] I saw him, but he doesn't rev like he does normally, but it's still loud. He's probably the one of those guys that you were just describing. And number two, the designs are changing over time. That's the thing is that, can we just start doing all these improvement projects with no funding to really do any thing with it? Because unlike enforcement, where they have grants, we don't, necessarily. This pot of money, and we just go, "Oh yes, we got a speeding problem here, let's rip up the road and narrow it down, and apply all these different tools." Where we really see it being more effective is that when we're already reconstructing and where we have opportunities to do this, that's when we do it. And it's no different than the safe walking bike, every project now, we screen it for that. So, when these improvement projects come up, we look at these

things, can we narrow up lanes? And we have been doing it, we've got projects that are in the design phase right now that when they're out, you will see narrower travel lanes. And why is that? Because narrow travel lanes have a, you will see a reduction, most likely. Sometimes it's not as significant, but there is a reduction. But a lot of times environment, it does contribute to it, but it doesn't contribute to everything. That's what I call the five percenters. When we look at our speeds, we have our 85th percentile and our 95th percentile speed, 85th percentile is when we measure a roadway, and that number that comes up, that's what everyone's traveling, or 85% of the traffic is traveling that, or less. So when we do 95th percentile, 95, that extra 5%, you get to a hundred. That's what we consider the people that just don't obey rules, that's the people that get the citations and three weeks later they go back out and do it. Roughly 5% of the population that's on the street. That, no engineering measure will solve, no enforcement effort will solve, and no education effort will solve.

- [Lieutenant] And I think that's... environmental is probably why we're having a lot of problems on Heron Road, 'cause you don't have, in certain areas Heron Road there's not high concentration of homes. You have two lanes each direction that are divided by a median, so it's kind of like the Mason Street Bridge, it looks like a freeway, feels like a freeway when you're driving over it, people drive like it's a freeway. I mean they fly over that thing with a 35 mile per speed limit. Same thing, far west side on Mason Street, once you get past, same thing and wide median like Heron Road, and people tend to pick up speed just because it doesn't feel like you're on a city street anymore. I think that has a major impact on speeds, people are comfortable driving in those areas.

- [Dan] Fuel the dreams, built it, and they will come, right?

- [Matt] Pat?

- [Pat] Under the "I noticed" category, I live in the far west side, and you guys have parked an empty squad car.

- [Lieutenant] Down by MetalCraft union?

- [Pat] Right, and then further down, right off of Village Green, you moved it. And I think that has been very effective, I've never seen so many brake lights 'cause they can't tell if there's somebody in there, or not. I'm also very close to FF, and I think that is significantly reduced the amount of motorcycles being pretty brave, because I think as they ride by that, and they see that, they go, "That car might hear me."

- [Lieutenant] Yeah. The issue with that is you have to move it enough where people don't, "Oh well, it's just an empty car sitting there."

- [Pat] That's true, but I've found to be, it has really significantly reduced speeds on Mason Street. And especially with the professional drivers, with the semis, those people are jumpin on their brakes. So it's, I think, a pretty effective... I mean yeah, you probably can't leave it there for a week, but it just seems to slow traffic down.

- [Lieutenant] Yeah, and our plan is to keep moving it, so it's not always in the same spot, 'cause people will catch onto that. If you leave it for a week at a time, they'll realize that, yeah, nobody's in it. It can't be there every time we go by.

- [Pat] Right, right. But there are tinted windows, so they don't-

- [Lieutenant] And with the commercial motor vehicles, I know the DOT has been doing enforcements throughout the month of July, I believe there's one this week, I'll have to look, but we have an officer, one of our traffic enforcement officers is trained in commercial motor vehicle enforcement. So he is gonna be working with them, I believe it's Tuesday, I believe it's tomorrow, if it's not tomorrow, it's Thursday. So I'll have to double check. But we want to increase our efforts on commercial motor vehicle enforcement. Actually, one of our traffic officers this week is down at Fort McCoy, at the Wisconsin State Patrol Academy,

taking a course on commercial motor vehicle enforcement. Because there are a lot of things that normal officers don't know about commercial motor vehicles, there's a lot of regulations, safety regulations, they have to be inspected yearly. There's just a ton of different things with a commercial motor vehicle that most officers don't know. So if we can get critical officers trained in that, we can start doing some enforcements. Case and point last year, officers stopped a dump truck that was hauling in the city, somewhere. Some of the equipment on it was not working, so it deemed the truck overweight, and I believe the citation was over \$3,000 for an overweight ticket. So, it's dangerous, if you don't have the proper equipment working, it's dangerous, but it's also doing more damage to the streets. We get a ton of complaints about engine breaking, noise complaints for commercial motor vehicles, but most officers just aren't well versed in enforcing those laws.

- [Pat] And they simply can't slow down as fast,

- [Lieutenant] So that's an ongoing effort, as well.

- [Matt] Any more questions for the Lieutenant?

- [Kasha] It's a super simple one, but, What is OCCP protection?

- [Lieutenant] I keep , so seatbelt.

- [Kasha] Ah.

- [Barbara] I have an easy one too, how'd the "Frogger Enforcement" day go?

- [Lieutenant] It went well. I don't have the stats right in front of me, but we had two locations that we did, I think one was on Bared, by Joannes Park, I don't remember if it was Stewart or Dody. The other one was on Broadway by Hubbard, so it went well, we have another one scheduled for August, and another one for October, I believe. So, we have two more dates coming up.

- [Matt] So you covered items one and two?

- [Lieutenant] Two is the fatality?

- [Kasha] Yeah.

- [Lieutenant] So in the first quarter of the year-

- [Matt] Yeah, let's take a motion to receive and place on file, number one. And seconded, all in favor, signify by saying aye.

- [All] Aye.

- [Matt] Opposed, nay, the ayes have it. Okay, item number two.

- [Lieutenant] So for the fatal crashes for the first and second quarter, good news, first quarter, we had zero fatal accidents. Second quarter, we had a fatal accident on May 15th at 9:28 AM, North Webster and University Avenue, it was a Sunday morning. The synopsis of the accident, a Subaru Legacy was going northbound on Webster, failed to stop for a traffic light, and collided with a 2004 Lexus SUV that was going eastbound through a green traffic light. The impact caused the SUV to roll over, the driver was not wearing a seatbelt and was ejected from the vehicle, and died later at the hospital. So, two of the things, inattentive driving, the driver not stopping for the stop light, but also occupant protection with not wearing a seatbelt, put a factor into that. Unfortunately that was the only one for the first half of the year.

- [Matt] Okay. Any questions? Okay, is there a motion to receive and place on file?
- [Dan] Motion to receive place on file.
- [Matt] Okay, is there a second?
- [Kasha] I'll second.
- [Matt] And there is a second. All in favor, signify by saying, aye.
- [All] Aye.
- [Matt] Opposed, nay. The ayes have it. Item number three, consideration possible action. In the report by the police department and traffic engineer on the 22, 23 adult crossing guard locations. Who's taking that?
- [Dave] Do you wanna start first?
- [Mike] Yeah, so, with outsourcing our crossing guard duties to cross safe, with COVID and the change of how they staff the crossing guard locations, there's been a huge staffing shortage for crossing guards, to the extent where last year, between officers on duty working those assignments and overtime to fill the vacancies, the police department paid almost \$35,000 in wages to staff unfilled spots, which led to the request to review certain locations that did not have a high volume of children crossing. So I believe Dave did a traffic study on three of those locations, correct? To evaluate the need for crossing guards, there.
- [Dave] I'll take it from here. Three locations we looked at, first one was Ashland and Clinton. This is one intersection north of the signal on Mason Ashland. And you can tell here, the numbers that you see highlighted there are what we call our hazard grading, that we calculate, and if the number's over 16, then that's when we say that it exceeds the and the guard is needed. So, as you can see, I split in AM and PM, so the top number's Am and then we have PM. As you can tell, they didn't even hit 12 on this one. Mason and Bellevue is a second location, similar situation, and you'll see when you look at these vehicles, you might go, "Oh, those vehicles look low." There's actually some reduction factors that we put into these calculations, based off of some existing safety features that already might be in place. Signalize intersections, where we got, walk don't walk indications, medians, items like that, those would be reduction factors. But anyway, this one, morning is seven, seven, and then as you can see, these are almost half the warrant right here. And the last one is Webster , again it is signalizing intersection, and their numbers are pretty well... The number, I mean, you can see here, there's one crossing that we had documented. So yeah, the numbers were very low, and in all situations pretty much confirming the anecdotal information we got from the police department. So with that, we made the recommendation that if they wanted to remove the guard, and the warrants weren't met, so we'll be justified.
- [Kasha] I'm assuming the times that you looked at were based on the times the schools are opened and closed, since I know they're all different during-
- [Dave] Specific to each school, correct. Yeah, on those forms, I actually have the times out there.
- [Kasha] Yeah.
- [Matt] Questions? So the motion should to approve the list, minus those three?
- [Dave] What it is, actually the list was updated, I did get it from Melanie Stolski. So yeah, she me this list, and it already shows him off there, so it looks to me like we've got a total of 38 locations right now, with the updates.

- [Melanie] I'm Melanie, by the way. I don't know if anyone really knows, some of those are doubled intersections, for example, Chicago and Monroe, we have two guards in the morning and two guards in the afternoon, Irwin and University is also one that we had, if staffing allows for that one, we have two guards at our University. So some of those locations, it's like per person, but it could have some locations. Same thing with Dancing Dunes and Westpoint, Westpoint in the afternoon, a location count would be a second guard for the afternoon if staffing allows, so, I think there's technically 35.

- [Dave] Right, yeah, actually I made a mistake, I added up all of 'em on here, but it looked like you still had some of the old locations. So, your math is correct, 35.

- [Matt] Okay, is there a motion to approve? Motion to approve. Is there a second?

- [Kasha] Nobody wants to approve-

- [Matt] All in favor, signify by saying aye.

- [All] Aye.

- [Matt] Opposed, nay, the ayes have it. Okay, item number five, consideration possible action on a request of the fire department, established no parking reserved fire department zone on the west side of Adam Street from a point 115 feet south of Chicago Street, to a point of 60 south of Chicago Street.

- [Dave] Well, I can tell you that one, Chief Litton requested this, he didn't actually request all that, I told him that this is what he needed. He just said, "This area over here." You can see on this map where the push pin is located, it's right on the east side of their building or the west side of Adam Street. There's this area just from, basically the intersection right up to their driveway, where they're looking at both business patrons that would be coming in during the day, and staff as they come and go from various locations, other fire stations, maybe. And that whole area, as you can tell, they're very site constrained at that location, and so they came to us with this request.

- [Matt] When is the city gonna burn that building down?

- [Barbara] I love that building.

- [Matt] You're talking about the headquarters, right?

- [Dave] Yeah, that's your headquarters.

- [Matt] Oh, I've been in there, it's horrible.

- [Dave] Oh yeah, it's very tiny.

- [Matt] It's terrible. Huh?

- [Dave] Would you like to buy it?

- [Matt] No.

- [Kasha] Cool house.

- [Matt] Okay.

- [Dave] Historic registry.

- [Barbara] Yeah, exactly.
- [Matt] Gut it, how about gut it and sell it?
- [K] First, second.
- [Matt] All right, any of the trials that we met-
- [Dan] All in favor, say aye.
- [K] Aye.
- [Matt] Is there a motion to approve of all the terminations?
- [Dan] Make a motion to approve all the terminations.
- [Matt] Okay, and is there a second?
- [K] Second.
- [Matt] Well, we're anxious to get outta here tonight. All in favor, signify by saying aye.
- [All] Aye.
- [Matt] Opposed nay, the ayes have it. That should be it, anything else to come to further commission? All right, well, have a great summer, everybody, keep cool.
- [Dan] Motion to adjourn.
- [Matt] Is there a motion to adjourn?
- [K] Motion to adjourn.
- [Matt] There is motion. There is a section, all in favor signify by saying, aye.
- [All] Aye.
- [Matt] All opposed, nay, the ayes have it. You're a very cooperative group, tonight.
- [Dan] You see how quick I was on you on that one? I knew you wanted to get outta here.
- [Matt] Okay.
- [Dan] And it wasn't me that talked a lot.
- [Matt] That's right, that did it. Thank you, Dave.
- [Dave] You bet. Keep cool, everyone, it's nasty out, Dave, is that off?