



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, OCTOBER 17, 2022, 5:30 PM

City Hall - Room 310

A. ROLL CALL.

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

Present and Voting: Ald. Craig Stevens, Dan Teaters, Kasha Huntowski, Lieutenant Mike Sobieck, Patrick Sorelle, and one vacancy.

Present and Not Voting: Dan Theno

Others Present: Ald. Mark Steuer (via phone), Ald. Jennifer Grant and Lieutenant Tom Buchmann

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, October 17, 2022 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Item D.6 was moved before item D.1.

Moved by Kasha Huntowski, seconded by Craig Stevens to approve the amended agenda of the Monday, October 17, 2022, Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

C. APPROVAL OF MINUTES.

I. Approval of the Monday, August 15, 2022, and Monday, August 29, 2022 Traffic, Bicycle, and

Pedestrian Commission meeting minutes.

Moved by Kasha Huntowski, seconded by Craig Stevens to approve the minutes from Monday, August 15, 2022, and the minutes from Monday, August 29, 2022, Traffic, Bicycle, and Pedestrian Commission meetings.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

D. REGULAR BUSINESS.

1. *Initial Request*: Consideration with possible action on the request by Ald. Grant on behalf of Debra Dufek to establish a NO STOPPING OR STANDING zone on the residential side of Baywatch Drive near Red Smith School. (Ald. Grant – District 1)

Moved by Craig Stevens, seconded by Patrick Sorelle to receive and place on file the request by Ald. Grant on behalf of Debra Dufek to establish a NO STOPPING OR STANDING zone on the residential side of Baywatch Drive near Red Smith School.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, 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 on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)

Moved by Craig Stevens, seconded by Dan Teaters to receive and place on file the request by Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

3. *General Business*: Consideration with possible action on the report by the Police Department of the 2022 3rd quarter serious injury and fatal crashes. (All Alders)

Moved by Kasha Huntowski, seconded by Craig Stevens to receive and place on file the request by Police Department of the 2022 3rd quarter serious injury and fatal crashes.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, 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. Morgan to establish a NO U-TURN condition on Schoen Street from Lilac Lane to Amy Street to improve safety near Eisenhower Elementary School. (Ald. Morgan – District 3)

Moved by Kasha Huntowski, to approve the request. Discussion occurred. Motion was rescinded by Kasha Huntowski.

Moved by Kasha Huntowski, seconded by Craig Stevens to receive and place on file the request by Ald. Morgan to establish a NO U-TURN condition on Schoen Street from Lilac Lane to Amy Street to improve safety near Eisenhower Elementary School.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

5. *Initial Request:* Consideration with possible action on the request by Ald. Stevens on behalf of Linden Pointe Apartment Homes to allow additional parking on the east side of Linden Drive. (Ald. Stevens – District 5)

Moved by Mike Sobieck, seconded by Kasha Huntowski, that on a 90-day trial, to:

- a. Remove the NO PARKING zone on the east side of Linden Drive from a point 190 feet south of University Avenue to a point 375 feet south of University Avenue.
- b. Establish a NO PARKING zone on the east side of Linden Drive from a point 190 feet south of University Avenue to a point 300 feet south of University Avenue.

Yes: Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: Craig Stevens

Voice vote. Motion carried.

6. *Initial Request:* Consideration with possible action on the request by Ald. Steuer to study signage to be placed on Bond Street between Taylor Street on the west and Morley Road on the east which disallow truck traffic along a non-truck traffic roadway. (Ald. Steuer – District 10)

Ald. Steuer spoke in favor of the request.

Moved by Craig Stevens, seconded by Kasha Huntowski to receive and place on file the request by Ald. Steuer to study signage to be placed on Bond Street between Taylor Street on the west and Morley Road on the east which disallows truck traffic along a non-truck traffic roadway.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

7. *Initial Request*: Consideration with possible action on the request by Ald. Brunette to install a STOP sign or signs at Lafayette Drive and Candle Way. (Ald. Brunette – District 12)

Moved by Craig Stevens, seconded by Patrick Sorelle to postpone the request by Ald. Brunette to install a STOP sign or signs at Lafayette Drive and Candle Way to the Monday, November 21, 2022 Traffic, Bicycle, & Pedestrian Commission meeting.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

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

Moved by Mike Sobieck, seconded by Kasha Huntowski to 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.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

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

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

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

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

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

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

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

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

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

E. INFORMATIONAL.

I. Next meeting: Monday, November 21, 2022.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

I. 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, Dan Teaters, Kasha Huntowski, Mike Sobieck, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

VERBATIM

- I call the October 17th meeting of the Traffic, Bicycle and Pedestrian Commission to order. All members are present. In addition, should be noted that Tom Buchmann, who will be taking place of Lieutenant Mike Sobieck, who's also here is, I don't know, invited guest at this point.
- Thanks.
- Okay? And we still have one vacancy. Approval of the agenda. I would like to put D5 for Mr. Steuer
- D6.
- [Man] D6
- No, it's D5, I think.
- D6 is stand by.
- [Man] D6.
- You got the draft agenda. You probably look at the one I emailed you midweek.
- I got the email. Do I have not the right one?
- Yeah, there was an item added.
- Where's the item added?
- Before that one.
- Oh geez.
- Which one?
- Okay. Item six.
- D6.
- D6, before item D1. Is there any objection to doing that?
- No.
- Okay. With no objection, we will to make that change to the agenda. Approval of the minutes, approval of the Monday, August 15th and Monday August 19th, which was a special meeting of the Traffic, Bicycle and Pedestrian Commission. Is there a motion to approve of those two minutes?
- Make a motion to approve the agenda and the minutes from August 15th and August 29th.
- Okay. And is the second all in favor Favor saying aye, oppose saying nay. Ayes have it.

- Who's the second please?

- Alder Stevens. Okay. We'll do item D6. Consideration of possible action and request by Alderman Steuer to study signage to be placed on Bond Street between Taylor Street and the West... Was it west? And the west and Morley Road on the east, which has disallowed truck traffic along non truck traffic roadway. Alder, do you want to speak first on this issue?

- [Alder] Yeah, I'll mention a few things. So first of all, I didn't realize any poll meeting person. I have a committee that meets per person, I'm happy that you guys were there and I miss you all badly. So there'll come a day I'll see you again. But as far as this request goes, many of you are probably aware that Bond Street, after a number of years has finally been resurfaced and painted with lines. It looks very nice. It's in between Taylor Street on the west and Morley to the east. And over the years, I've had numerous citizens contact me and state that they've seen truck traffic going down a non-truck traffic route. There's two schools there and a church. So there's some concerns Google Maps or whatever, will usually tell truck drivers to take the shortest route when they get off the Highway off 41 to get to the industrial park, which is on the east end of Bond. And I've talked to Director Hansen about this a number of times. And I did take a look, there are some signs that are up. Since the road has been improved I haven't heard any complaints from citizens about trucks coming down the road. Maybe the fact there is a brand new road, there might be some trepidation on their part to utilize that or possibly the signs that are there at either end of the roadway on both ends, tell trucks not to come in. So anyway, there are some things up right now, but I just wanted to let you know that there had been concerns about trucks going on a residential role. And Director Hansen can talk about that a little bit as well. But we've had the conversation. And I'll rest my case for now.

- Okay, thank you Alder. Dave.

- I'm hoping that everyone had a chance to look at the agenda packet. I included some background, but for the meaning's sake, I'll go ahead and reiterate. So the area north of Bond, between Morley and Military. It is actually an industrial park. It's a nickel industrial park. So naturally you're gonna have truck traffic that's going to be accessing that from Military Avenue. Military Avenue being the closest truck road. So then I'll draw your attention into the screen. It is a map that was prepared for this request, noting and showing where various truck related signs are. So anything that is shown at the red dot, that would be a no truck sign. So just your no truck symbol type of sign with the slash through it. So as you can tell this area we've got quite the number of signs and I'd even count it up, but we're looking at probably around 10 or 12 or so. But more specific to this area, you can see the west end, as the request said, would be at Taylor Street. So you have one coming in from this area. One thing I also wanted to note here, anything that you see that's gray, or not gray, kind of of a shaded tone here, that's actually the Village of Howard. So Taylor Street actually is the dividing line in this area where the corporate women's right down the center on the street. So you see the no truck sign here. And then this is Morley Road, this is the area I was talking about, Cola Soul Park. And so as trucks are coming south here, you'll see this blue dot here. Now the blue dot actually is in all trucks with directional arrow sign. So in this case you see an all trucks with a left arrow, meaning pointing them over to the nearest truck road, which again is Military Avenue. So as heavy truck traffic is approaching this intersection, they're seeing three signs. So you get the two no trucks, and then you got the, 'cause basically you see 'em staggered that way, but it literally looks like it's doubled up. So as they're coming down they can see on the left and right side the roads as the traffic is moving west. And then like I said with the regulatory sign pointing all trucks to Military Avenue. And then outside of the request area, like I had said, we have a double up pair here just west of Military. This is military Bond traffic signal, gas station on the corner. In the frontage drove that also leads into that industrial park. And you'll also notice here on Dousman Street, which is another collector roadway that's south in parallel Bond Street. So you see also the no truck signs here. And even if you're on Dousman Street, there is some on Fellows. This is more of a cut through kind of from Shawano Avenue. When 41 was under construction we had a lot of concerns with it. That's why you see those signs there. And then of course, over at the signalized intersection of Dousman and Taylor, 'cause we've seen a reduction in traffic over the number of years since Dousman Street to the west is no longer exists since that was removed by the DOT. There used to be an interchange with 41, but that's now removed. So that in summary is what we have. I guess

relative or specific to the actual request, the signs do exist, they are in place. I'm not really sure how much more side just is really needed at this point. Because as I stated in the second half of my response that we kind of have an outside layer trying to stop these trucks from getting in. So you could even tell from Highway 29 if there's truck traffic coming in. At the roundabout to the north, there's a no truck sign. If they would even continue north there, they not only would encounter one going northbound but westbound. So I mean it's pretty obvious to the truck, the truck traffic that would be there that that they're not supposed to be there. Now, I remember our heavy truck route ordinance does allow trucks off of the heavy routes if and only when their origin or destination is on those non-truck routes. So in that shaded area, as you can tell, we've got Fleet Farm, they have one of their yards over there. So naturally I think you're gonna find some truck traffic going in and out of the yard. There's also, I believe it Bergstrom Motors, that's just north of them as well. And there's a couple of other developments into the north, I think is a couple of jobs immediately north of that. And then of course you got the hotel and restaurant at the cul-de-sac Bond Street. So you really don't have any traffic coming in from the west per se. Like I said, with the project that happened 10 plus years ago, now with 41, that was pretty much all removed. So that being said, yeah I think we really do have a lot of the signs in place. So at least from an engineering and signing perspective, I'm not really sure what more there is to recommend because I think what is being requested is already in place.

- [Alder] Director, could I ask a question?

- Sure.

- [Alder] All right, well thank you, chair. So I just wanted to reiterate too, like for years, I've lived in this area, and until you mentioned that there were no truck roads signs, it's one of those where you'd drive along and once you've mentioned that it's kind of like, "Oh okay, I do see them." Now in the packet, did you include any pictures of these signs at all? I don't see that in the packet at all.

- No.

- [Alder] Okay. And that would be a concern in the sense that if the committee didn't have a chance to go out there, I'm not sure what committee members did go out there and take a look. But it would be nice to get an opinion from them as far as them going along and taking a look to see where these signs are. So can I ask if any of the committee members that drove along that stretch of Bond Street?

- What do you mean? Have a chance to do it out there?

- I ride my bike on it all the time. I obviously don't know the no truck signs in their locations, but I'm trying to figure out, what's the alternative, Dave? If a truck driver is following their GPS and it's telling 'em to go north on Taylor and then hanging right on Bond, what's their alternative to get to their destination? They really don't have an alternative to continue north. They'd have to go way out of their way to go up and loop around.

- Right.

- It's not like a big semi-truck can make a U-turn.

- Right. Well, you know, and I understand, I mean we hear about the GPS will navigate, 'cause they're agnostic in nature. I mean, it's not like you have an option saying, "I'm a truck driver, gimme a route." The best that you ever have on GPS navigators is avoid tolls. That's about it. Or if you want a pedestrian path, what's the best pedestrian path to take? There is no truck option. So at the end of the day we have to put some responsibility on the motorists themselves. 'Cause their first line of information should always be the street. The eyes should always be on the street. The markings and the signing is always going to be paramount in this case, and that's what's enforceable. So if they have made the decision to go on a non-truck road, that's up to them, and they're taking that risk of doing so. What we as staff, our responsibility in this case is just to make sure that it's clearly noted so that... For example, if they're in that roundabout at 29 and Shawano they're gonna be going around it.

I mean obviously they're a truck, they're gonna be going probably pretty slow, 'cause they have a higher center of gravity. And if they see that sign, they should just continue around, do a U-turn, do whatever they have to do. So in that case, 'cause to me, that's kind of the gateway to this whole area is that roundabout. So if they are actually going against the sign, that's on them. I mean, that really isn't a responsibility of the city. I don't think, I think it should be the responsibility of the motorist.

- Have we had any enforcement problems there?

- I really can't respond to that. I can only respond to complaints that we've had, and yes, with talking with Alder Steuer. Steuer has mentioned some of the neighbors complaining about the truck traffic and some speed. And as it was briefly noted in the beginning here, that we not only was reconstructive but we remarked it, repainted it. And it's different from what it was before, because it was just this wide roadway with some centerline markings, and compliant with our safe walk and bike plan. We saw that that was noted for bike lanes. So we restriped it with bike lanes, and so that entire segment, actually it's even beyond what the request area has noted. So this is all the way from Taylor to Military has bike lanes. And what we did then is we narrowed it up. It's really the identical cross section that we have on like South Point, West point 44 feet. So that gives you a 10 foot travel lane, a five foot bike lane, and a seven foot parking lane. And that 10 foot drive lane travel lane is not something that we would put on a truck route. Truck roads are typically 12 feet. So the intention was obviously we wanted to be compliant with the safe walk and bike plan. In doing so, but I see an added benefit that not only we're using this as a traffic calming device for narrower lanes, but it should also dissuade any trucks from being on there 'cause they should be uncomfortable driving between such narrow lines.

- Sure.

- I have a question for you, Dave, regarding those signs. Is that sign properly placed? It looks very close to that fire hydrant.

- It really does.

- Doesn't it?

- Yeah.

- There is no standard per se relative to a hydrant, if that's what you're asking. But-

- Fire insurance could clear space requirements.

- You have to also take these things with a grain of salt. They're kind of a wide angle lens, and sometimes you can get distortions and distance. So I mean, I can't-

- Check it out Dave.

- Say here for sure. But at the end of the day, well, let's just put it this way, if there was an emergency, those things are v-locs, they'd just come over there and hit that thing down and connect their hose to it.

- Looks like it's between the hose.

- I will take a look next time I go driving.

- My question 'cause sometimes we've added just like lights or striping or something to bring more attention to some of the stop signs, like just looking at that, that is not a very in your face sign to me, especially with my

not so awesome vision today. That is not a super obvious sign. So is there some way we could add stripping or do something to call at all? I don't know if it's worth it or not.

- I'll resort back to my last response.

- Okay.

- Well, seriously, every time I look at these images on here, I look at 'em for information only. And as the Alder on the phone had stated earlier, if you go out there and see it in person, it really does look different. It may look like a tiny sign on here, but in the grand scheme of things, the size of the sign is compliant to what it should be per the Manual on Uniform Traffic Control Devices. So I think we do a pretty good job of not only meeting minimum, but in certain cases oversizing signs. But the thing that I think to really note in this situation is that if they're coming from the south, any truck coming from the south, they're passing one, two signs already. So third time the charm, I don't know, it's just, we have to at some point in time go where do we draw the line on how much information is? I don't wanna say too much, but it's like what kind of return are we gonna get this if I put a bigger sign there? Is my compliance rate gonna go up? I've been doing this 17 years and my guess is probably not. They've gone past two of them, they're gonna go past the third.

- So what size is that? 18 by 18, probably?

- That's probably 24 by 24. Yeah, minimum probably 24 by 24 or 30 by 30.

- I see. Alder Grant is here and she had a scheduling problem as well. So we need to wrap this up pretty soon. Other questions, comments? Alder Steuer do you have anything else to add?

- [Alder] Well, I concur with a lot of what the Director Hansen has brought forward. I was just hoping the committee might have had a chance to take a look at the science 'cause you can't see it. They're not in the packet.

- We do have it on screen right now.

- [Alder] You do have it?

- Yeah.

- [Alder] You do. Okay, I apologize. I didn't get to that part. So I guess for me, once I stopped and look I said, "Oh yeah, there is no truck sign." But it's not one of those that get you in the face like one of the commissioners brought up. So granted, if you come in from Taylor Street on the south, sure there's the roundabout, there's two more, and I concur with that. I think the fact that what Director Hansen was talking about the road being repaved and then also remarked for bike lanes and parking lanes, that definitely changes the whole dynamic because that road was a mess for a long time. A lot of potholes and it wasn't worth saving, believe me. So trucks probably utilized it, but right now I haven't heard any complaints since the road's been done, and it's been about a month since things have been finished there. So I agree with Director Hansen on that. But I guess for me it would be just maybe the size of the signs. And he was saying in his 17 years that he hasn't had an issue with that. And if that's the case so be it. But I had to look for him initially and he told me where they were. I didn't find them, but it wasn't one of those things I was looking for, and I'm just thinking that a truck driver might supply there and not really fully see it. So if the committee feels like the signs are in a good spot, and you can see them, then I'm fine with it. So that's all I have for now and I appreciate the time.

- Well, because we have some roadway improvements in this area, let's bring this back maybe in the future, Alder, if we continue to get complaints from your constituents. But I think with the new improvements to the roadway, that might be sufficient to handle the issue.

- [Alder] That's fine. So if I do hear I'll let the committee know.
- Okay, great. Is there a motion to-
- Receive and place on file.
- There is a motion from Alder Stevens to receive and place on file. Is there a second?
- I'll second.
- There is a second. All in favor signify by saying Aye.
- [Members] Aye.
- And Nay? The ayes have it.
- [Alder] Director Hansen, I got one more point not on this, but I have to leave for another meeting. And I did talk to you on the phone about an agenda item that did not get on the agenda that I put forward. If you can speak to that on what I stated, that would be more than sufficient for me. And that'll be in the informational part of the meeting. Is that fine?
- Yeah, I'm fine with bringing that up as long as the commission wants me to speak on it in the informational section where no action's taken.
- [Alder] Right. And just for the committee to know, I did put her to communication a while ago, and did not make the agenda. So I just would like to have it, at least, alluded to. I know you can't do any direction on it, but at least listen on it briefly and then we can discuss further. Thank you.
- Okay, we will take that up a little later. Thank you very much Alder.
- [Alder] Thank you. Take care. Bye then
- Bye.
- Okay, let's go back to item D1 consideration possible action on the request from Alder Grant on behalf of Deborah Dufek to establish no stopping or standing zone on the residential side of Baywatch Drive near Red Smith School. Alder.
- Hi.
- Thank you.
- So I apologize Deborah is unable to attend, her and her kids are sick. I did email her before or mid-afternoon asking if she wanted me to say anything on her behalf besides what we have talked about going back and forth. So little background, she bought the house, there was a no parking sign in front of her house. So she was under the understanding that no one would be stopping in front her house for pickup and drop off. When I had questioned that, 'cause I was unaware myself of that with staff, they did clarify that people can stop to load and unload as long as they don't leave their vehicle, which they are not doing. So I did let her know that they are not breaking any violations with that. She questioned Sussex Road, which is the other main road that tees up to it. There is a no stopping or standing, and she said she brought it up, because she had noticed no cars were parked along that road. So I had a lot of help from city staff. I went again back and forth, probably, for about two weeks. I sent her the Safe Walk and Bike Plan. I spoke to the principal at Red Smith also about the drop off and pickup. I've seen the drop off and pickup plan. So I am just here on behalf of her. I kinda wish she

was here, complaints about that she has is people are turning around in her driveway and stepping on her property when they're getting in and out of the car. Again, both technically are not outside of any ordinances or laws. And from speaking with the principal, I know the plan that they have in place has taken quite some time to come to, and it's very smooth and easy going. I live over there, I live on Yorkshire, which is walking around block off. And in the mornings I don't have any immediate issues with the traffic but I also don't live on Baywatch. So I know there are more houses now on Baywatch compared to a year ago even. That road is actually pretty filled in now. So I really don't see, personally, I think our staff has done a good job with the plan or recommendation that they have given the school. And I can tell from speaking with Will that really that the plan that he put together is good. So I don't have anything honestly against the staff. I'm just here representing the residents.

- So it was a constituent request that you're bringing?

- Correct. Yeah. And like I said, we tried explaining the difference between the parking, the plan, she has gotten the plan. Like I said, I did reach out to the principal himself. I'd like to personally hear from everybody 'cause it's easy to get frustrated on one end. Yeah, and I get it, it's a big school. And on one end, they have the elementary, the other, they have the middle school. I don't know how else you would switch it up, to be honest with you. And again, from what I've experienced myself, I don't see any hiccups but I also don't live on a main road by it.

- As far as... Go ahead.

- What's that?

- I was gonna say you just answered my question 'cause I was kind of gonna ask since you're over there.

- Yeah I'm on the back and-

- If you made that a no stopping or standing, where would they let that go?

- Exactly. And that's... Well and I was-

- Has to be let out somewhere.

- Right. And I know da Vinci, I believe it's da Vinci, they I believe stop their bus on Baywatch along the side that the school is on. So I think that's where some of the parking issue is coming from. But that is not Red Smith School, so I don't see why they would let them in their parking lot. 'Cause what she was questioning is why couldn't they use that parking lot? Well it's not opening up a liability issue if once you let it. I get it's Green Bay Public Schools, I don't know if that matters. But that is a stop on Baywatch for them, but they're not there long. And if anything, what I worry is if you make that side a no stopping or standing, the other side is already part of the flow to pick up. They do pick up through that parking lot. So now you're gonna put a roadblock on the side that actually is flowing down the other way. So again, from the studies I've seen, I don't know how you would change it. And yeah and I know a big thing, talking with Mr. Hansen, a lot of times we don't make changes unless there's a safety or health issue. And I don't necessarily see that in this case, but I don't know if there's any other recommendations or alternatives, or again that lot that is vacant, it does have houses now. So it is built up a little bit more, but we're talking about four more houses. I think it is, just a lot of people don't understand that no parking does not necessarily mean no stopping. So I think it was.

- Well, and any signage we put up would not solve the problem of people going into her driveway and turning around.

- And that's what I mean nothing is being, and I did let her know there's no violation of that. And technically someone stepping on her property the first four feet of property anyways. And I did let her know. I was very

open with what is enforceable and what is not. And Willie has said that he's, you know, yes he gets phone calls but he said this year and last year have been probably the least amount of complaints from parents with neighbors with drop off and pickup. And that's why he felt it was a very good plan at this point. But yeah, so I just know that road has changed a little bit. So wanted to see if there is any difference in the recommendation or anything new that you can think of. But I don't personally see any change, but you guys are the experts.

- David.

- Did you get a chance to read my background? I was very clear and concise on at least our staff position. The only thing I'll add to what I put in the background was I will confirm all the statements of Alder Grant relative to Principal Willie, I forget his last name.

- Yeah, I know he just goes by-

- It's just Willy.

- Yeah, I know. I feel weird calling him Willy.

- But Willie's been the principal there for many years. And prior to most of you, if not all of you in this traffic commission, those items came forward to this body. And there were changes made. We spent extensive time actually working on the plan, working on an educational plan and maps to get out to the parents. And just getting it to work. 'Cause it's a very unique school because you've got elementary and middle, and then they kind of split it up on how they release 'em in the drop off. So it's very unique in how segregated it kind of is, yet it still has to work. So it took years for us to get this down. So the only thing I would caution relative to any changes that it needs to be well thought out. And I think that the school should also be part of the equation if this happens, 'cause they need to know, 'cause with every action there's a reaction. Just like you hear in science class, I mean this is really no different. And around schools it's especially important that you do one thing and it will change the behavior as long as we have enforcement on it. So if we remove it, if we completely remove that from the north side, any sort of activity there, it's just going to push them more to that south side. The only thing I would say, from a safety perspective is that, it's just really crazy. We've had a lot of reports of near misses or even crashes or anything like that. We don't have any of those documented. I have no idea if I've heard anything about near misses at all, as in kids going across street to get to the car. But I'm not aware of any of that. I would think that-

- That is 15 miles an hour in that zone?

- It would be when children are present. Yes. And I would think that Willie would've brought up something like that. Like, "Yeah, we're kind of are having an issue "over there and maybe this could solve that." Or whatever. I think he would've brought that up, 'cause he was very knowledgeable, at least from my recollection when we were working on the initial plan. So at this point, I still maintain the recommendation to receive and place on file. And if we get more information in the future that we could resolve a safety issue with such an application, I think we bring it back.

- Okay.

- Can I ask a question. And one thing I guess I didn't get a chance to ask you, are you aware of that da Vinci bus? Does that sound right that they're stopping on Baywatch, and is there maybe an alternative? I know it might be difficult to completely make it a no stopper standing, but is there a way to make that bus 'cause that might be part of the problem? Are they allowed in the schools parking lot since they are part of Green Bay Public schools? Could they, I don't think that other parking lot by the park is wide enough for a bus to turn around. But I guess I didn't know if we could, I don't wanna say compromise, but maybe alleviate one headache by maybe finding a different spot for the da Vinci bus. Do you know what I mean? I don't know if we can fix

the big problem, but maybe that's something that we do have some flexibility with, and I don't know what the terms are with that, or like I said. So I don't know if that's something to consider.

- Can you talk to the school on that?

- I mean conversation can be entered. I guess we really have to know what the concern is with the da Vinci bus. I mean, do you-.

- 'Cause the parents are waiting on that road for them and they stop right on Baywatch. So they're staying right close to where the bus stops to get the kids.

- So you're just saying that you have one da Vinci bus intermingled with all the parents on the south side?

- I think they drop a little bit before school releases, I believe. See, that's the thing I don't know. I do have someone who's on the neighborhood association with me on Baywatch and she brought that up, because she was a little concerned with the traffic going this way for pickup because it's hard for kids to see when they're coming out. I'm hoping there's a crossing guard on Sussex by Baywatch. But it's so backed up that it's hard to really see if cars are coming around 'em until the kids already sticking out. So she mentioned she was actually the one who brought the da Vinci bus. So that was a little concerning, but this was not Deborah who I'm on behalf of. It was just an observation that she saw. So yeah, I don't know if there's a crossing guard there, and I dunno if there's a better spot for the da Vinci bus again to maybe alleviate some of the complaints. We can't fix all of it.

- Relative to the guard, I don't believe there's one that in Baywatch in Sussex. I think there's one intersection south. But relative to bus positioning for pickup and drop off, all of that's always flexible. I mean, I know I've worked with Lamers in the past, some of these other bus companies to get them to move. Like we had a double parking issue I remember at Washington Middle a number of years ago. And really if you can just enter into some discussions, they're usually really flexible. They just need a place to go. And if we're pointing out that there's a concern relative to coming in out those driveways or whatever, or it may be difficult to see children crossing because you got this large bus in the way. Those are all things that, quite honestly, the principal usually handles a lot of that where he'll just go, "Yeah, we got that one bus. "I'll talk to them and just go over there." Because in essence, they're the client in this case. I can make the recommendation but my only, I should say really the city's only power behind anything would be a regulated parking zone. Other than that we can just ask 'em nicely to go into another legal loading spot, but we can't necessarily tell 'em. But sometimes it's stronger coming from the person who's paying their bill, as in the school district.

- Yeah, I was gonna say that road that cuts through, it's a pretty quiet road and there's, I mean, until you get closer to, is that Spyglass that's next? There's no driveways. Even if the bus were to pull by that big, where it shows a vacant lot, that's kind of a side road and it's close to where it is now and would kinda take some of the traffic off of Baywatch on to there. And like I said, there are only two driveways but it's closer to... Oh Black Wolf, sorry, it's closer to Black Wolf than Baywatch. So I'm wondering if that could even be where the bus goes, instead.

- You mean closer to this intersection?

- Well just on that side road, isn't that a rotor, that's not a path is it? That's a road's.

- Troon Drive.

- Yeah, sorry. There's a sidewalk that cuts through for their north.

- Oh okay.

- Yeah there's the sidewalk. Okay, so I didn't know if the bus could go in that side road instead. I don't even know if, is there... There's gotta be a name for that road.

- Yeah. It's Troon Drive

- Oh, Troon Drive. Sorry. If the bus went there instead of on Baywatch. It's very close to Baywatch, it's off of the high traffic area. Again, if it stops right there, there's no driveways right there immediately. Maybe that's an alternative to take some of that off.

- Yeah, again, Willy would be the one that would have the most control over that. Like I said, if indeed the city had any control, we'd just identify exactly where that bus is now and then we'd literally have to decide like either a no stop and standing which would include the bus or something like that, and that one specific area. That would really be the only thing that we could do to really get into work. You know what I mean? You could ask 'em all you want and they might just say, "Whatever, "this is really convenient for my driver." And give you all sorts of excuses maybe. But at the end of the day our power would be in basically the regulation of the parking zones.

- Yeah. And I did kind of mention that to her too, that we make the recommendations to the school. Ultimately, it's up to them. And she said she did reach out to the principal. So I kind of let her know on our end what we could do and this was ultimately what she wanted to move forward with.

- Okay. If you could just make a quick call to the school district and say we've discussed this possible issue, and then it's gonna be in their hands, of course.

- Okay. All right.

- Okay. Is there a motion to receive and place on file item number one?

- Motion to receive on place and file.

- Is there a second?

- I'll second.

- There is the second. Do we need to put the copy onto that we'll talk to the school or the company?

- No, I don't think we need to put that in the motion.

- All in favor signify by saying aye.

- [Members] Aye.

- Oppose nay. The ayes have it. Thank you Oliver.

- Thank you. Thank you for all of your time and your flexibility.

- No problem. Thank you.

- Bye.

- Okay, item number two, consideration possible action on the report by the police department on the monthly traffic enforcement unit. Who's gonna take that. Mike?

- So this will be my last meeting. I'll be taking a different assignment at the police department starting next week. So Tom Buchmann will be taking my spot. So he'll be attending the meetings and putting out the traffic seat.

- By the way, thank you for all your attendance-

- Well I appreciate it.

- Over the time that you've been here.

- You're welcome.

- Always done a good job.

- Moving on to greener pastures. it's always a question mark. I don't know if it's a good decision or not, but we'll see. Hindsight's always 20/20. So with the August traffic crash data, we did have one fatality in the month of August and I'll cover that here shortly. Traffic stops. I believe, traffic stops were up. I just have to look at my... Yeah it's traffic stops were up in August. There's two of them in this report. Yeah, so there's August and September. So in August we had one fatality, September we didn't have any fatalities. Traffic stops dipped a little bit in September but we also had our speed task force grant funded overtime ended at the end of August. So that's probably part to do with some of the lower traffic numbers. However, interesting enough off citations sort of shot up at the same period of time. Accident-wise, everything holds pretty steady. With some of the areas of focus. One of the areas it didn't highlight from the state DOT for September, but I believe it did in August, is Packerland and Mason. And that was the area that also was brought up at the county traffic meeting last week by a county supervisor. Just the increase of accidents at Packerland and Mason. And I believe, I forgot to grab the sheet, but I think we're at nine accidents this year with injuries at that location or nine injuries and a total of 20 accidents at Packerland and Mason. I know it's slotted for reconstruction in 2023, is that correct?

- There's some modifications, the county is moving forward for construction for next year, such as closing the medians on Packerland. Since it's a county driven project. Packerland is more the focus, and all those frontage roads that are coming in, they're gonna be close kind of like when 41 was constructed, if you remember but in a permanent fashion. And then some other turning movements in and out are going to be added in order to mess and kind of make up for those lost term movements that are being lost.

- So Mike, do you have the timeframe that most of those accidents are occurring? Because I imagine after the Southwest High School gets out, that would be a high traffic area.

- I don't have the times of day. One concern was the keen drivers, and that's something that the county really focused that and that it's actually gonna be putting out some communications to the media and trying to work with school districts and hopefully driver ed programs to really hit the importance of, or the dangerousness of that intersection, and things you can do to prevent accidents. One of the main causes of accidents were failure to yield to the right way while making left turns, particularly westbound traffic turning south on Packerland. And it was identified that maybe possibly one of the factors in that is the northbound turn lane from eastbound Mason to northbound Packerland, especially with a larger, 'cause I think that's trucks making that left hand turn block the view of the westbound traffic making southbound turn. And trying to really hit the education aspect to the community about maybe some alternatives to alleviate the problem. Maybe only turn on a green arrow would probably be one of the easiest things to do instead of trying to sneak out at the intersection and make a left turn kind of a line left turn and take your chances wait until you have a solid green arrow where you should be clear to go.

- Is that turning movement going away now with the reconstruction?

- I think the lights would be updated so that'd be a different style of light, and that'd be a question Dave would probably.

- Right. As part of the scope we are not changing the traffic signals. The only thing that we would be modifying is we're adding a crosswalk from south leg so then pedestrian signals and buttons will be added. But for the actual signal itself, like for the movement that Mike is describing, the answer is no. There is no proposal at this point in time. We've gotten a lot of interested parties in this project, and I think what's, yeah in essence what's kind of happened right away was scope creep to where everyone wanted to get all these problems fixed. And these are obviously issues that need to look be looked at. But the county was kind of looking at a quick fix on, "Let's get this frontage road taken care." I wanted to bring this up for kind of this discussion 'cause this is what's called community map. This is a website that's available for anyone. It does have a login feature so you can get some built-in like predictive analytics that are involved with it. But anyone in the public can actually look at this website. So all I did is I did a search from 2017 through today. And looking at basically all accidents minus anything that says no apparent injury. it sounds like a property damage only, I just excluded those and any deer crashes, which you're really not gonna have anyway at this intersection. So I think it's interesting to see that these different colors are actually gonna be the various severities of the crashes and you can just see there's a cluster here with that south frontage road, and then usually at the intersection it's in this, they're showing it more on the southend, but I think a lot of that has to do with you've got an eastbound motorist wanting to take a left or go north on Packerland, and then you got someone in the opposite direction that westbound southbound turn and then they have what's called a negative offset situation. You see that built into a lot of older roadways where you just can't see around. You compound that with you got a slight crest vertical curve at that location as well. So I think we've all probably been through there, and can agree that that is a little bit difficult to see, especially because you got, I mean, truck routes. So if there's a larger vehicle taking left, it's nearly impossible to see around them. You almost have to wait either for the next cycle to take a left or you have to wait for, you're in the intersection and it's a yellow, and you see that everyone's kind of passed and then you take the gap legally on your yellow and red clearance phase of the signal.

- Is this a candidate for a roundabout?

- I would say all signalize intersections are candidates for roundabouts. I would say probably more in the grand scheme of things, yes. With the improvement project coming up next year, this is more or less trying to solve one problem with a very limited budget and just get that done. So kind of in a quick fashion.

- Making a roundabout would take probably years here to do, just with the real estate acquisition and some things [Unintelligible].

- Yeah. It'd be a major project, plus you have those frontage roads to have to work with. So I think that you almost have to do this in steps with maybe the ultimate goal of planning for a roundabout, and that those incremental changes support potential roundabout in the future. So actually when you look at this project coming up, I think it is conducive to an eventual roundabout, but eventually we really have to work. With these frontage roads doing the frontage row enhancements at this point in time and adding these other access points over to Mason Street is going to effectively reduce all of that volume there, and then it makes it easier to convert just to a roundabout later because there really is no traffic to have to worry about at front of your roads. So that's a long answer to your question.

- I have a question.

- Go ahead, Okay. Traffic signals on say Packerland left going both ways, if it's green is both sides of traffic moving at the same time?

- Packerland? Yes. This is-

- Can we change the signal? So you're heading one way that the other lane be heading the other way from Packerland and the other one's that they're stopped?

- Right. Yeah. And this is kind of what Mike was alluding to. We had some discussions at the Brown County Traffic Safety Commission meeting. Both Mike and I were present at that meeting and involved in this discussion. One of the things that was discussed was putting a protected left turn or a flashing yellow arrow at this location. And it is something that could be considered given the high number of crashes. The one thing that you're always gonna, with every improvement, there's usually some sort of a side effect that's gonna happen. And in this case, we have such a high volume of left turn traffic that wants to go west to south, at that location, that if we went protected only meaning there's a green arrow, a red arrow, and then a red arrow, meaning there is no waiting for gaps in traffic. You have to wait for the next cycle. That being said, that's going to increase the queue size. And then of course we'd have to make sure that there's enough queue storage space that it's not spilling out into the through lanes. 'Cause if it starts spilling out into the through lanes, then you have a propensity to increased rear end crashes in. So there's always this give and take that happens. And that was actually one of the things I mentioned at that meeting is that I think it at least should be an option to be explored. It's not a bad idea by any means, it's just we want to make sure we're not gonna create ancillary issues or maybe something worse. But the type of crash that's happening is a pretty severe type of crash. So maybe this mitigation would be warranted.

- So can we try that on like a two week period or a month period to see if it'll work?

- No. The reason we can't is that we don't have the equipment in place.

- Oh.

- Switching from what the existing is that we call it protected permissive left turning, green arrow, yellow arrow, then there's a circular green ball and or a flashing yellow arrow. It's the same thing. That means you can permissively go. So you have a protected phase and then a permissive phase. Converting it over to a protected only, you have to change the guts of the signal. You're replacing a lot of equipment, and I can tell you that this signal is very old. We have what are called trombone arms over the roadways. We haven't been using those for, I mean since I started here. We haven't installed single one. We use a mono to and that gets rid of all the signal equipment in the medians 'cause that's where we have the most. Signals get hit is in the median. So years ago, we started getting rid of them, and it's obviously helped us out a great bit. And it's better too to get the signals over the street too. They're easier to see by everybody. But in this case, if we had to do that, obviously standards now have changed and we would literally have to replace a signal system there and then we get back to the discussion that Dan brings up. Well, if we're gonna eventually go to maybe a roundabout, do we really wanna invest a quarter million dollars in signaling equipment? Is that really good piece money? So all these things get discussed in the planning phases.

- Well, I'm assuming, Dave, too, that when the county's project next year occurs, you don't want to throw additional things into the mix. You wanna see what that does, give that time to flush itself out, see if there's improvement and then reassess for additional improvements at that time.

- Right. I mean I think it's pretty... I think we know what's gonna happen as a result of next year's project. 'Cause once you eliminate the frontage ropes from going across or taking a two stage gap, meaning they're taking a left out of there, all of these down here that you see, these will go away. They'll go away. You might have a few side swipe type that'll show up but over five years you won't see nearly that many. So essentially, to answer your question, this is gonna get solved but the one that we're talking about with the left turns, unfortunately, this project is not addressing that.

- Right. So eventually though we're talking about writing right outs for each one of the furniture loads, that's the solution for it right now.

- That is a solution. And as some of you may have noticed, I believe, Craig, you may have brought a couple meetings ago about some of the social media attention to the reflectorized back plates. That was a project that I did earlier this year that again, it was with the intention of actually drawing the attention to the signal rather than trying to create some sort of, "Well maybe I can take this gap." Say "No, you should really be looking at your signal" and be more cautious about this."

- I do have a comment, they are bright at night, but during the day I didn't think they were bright.

- Right. It's going to have some benefit during the day. You see the most of it at night. So if we do have the nighttime crash problem that's going on, those numbers you should actually see going down. And I think it would be interesting to study that eventually to see how they have worked. But we can also look at nationwide numbers as well.

- So the current equipment out that's out there now, can we stop three lanes but keep one lane green and rotate it that way?

- I guess I'm not exactly following you.

- So you got east and west on Mason. So you say you have east traffic going, you stop all other traffic and let east go for a couple minutes, then turn that to red and then make the other side of Mason go right and then do the same for Packerland.

- Can we do it? Yes. Is it a smart practice for efficiency? It's one of the worst actually. We do that actually just signals to the... We do that-

- Mason and Main is doing that, though, later in the day.

- I know what you're talking about. What you're seeing is called a lead phase. We're not actually doing what you want, which is what we call split phasing. If you go two intersections to the east on Hinkle and Mason, we actually use split phasing, but on the side street. What you're asking to do is do it on a mainline, which is not anything that's very common at all. We did that at Mason, Taylor, you may remember this years ago, and that was a traffic signal. We did that that way. Sean Taylor before it was a roundabout, we did it that way, but that was on Taylor Street. But on a mainline it's actually, I mean you can do it, it can help in the situation. I would actually go back to the other option that we were talking about, is I would first explore going protected only less for that one movement that we're having problems with. I actually think it would work but I think that we may have capacity problems. We've got a pretty long left turn bay, I'll give it that, but it's long for a reason 'cause we use it. It gets used at sometimes. And I remember when I did my last timing update on this, when I was doing some citywide work about 10 years ago, I had to go back on this one started adding more green time for that left turn phase because it was starting to spill back. Now, that's a number of years ago. Traffic has probably increased in 10 years on all approaches here, it just does. Our area's gotten bigger. So my guess is that if I went to protect it only, it's almost a guarantee that we would get spilled back. Then in order to do a project like that, we'd either, A, extend that left turn bay with construction, we'd literally be ripping out concrete curb, or, B, if the room is available, which I don't think it is, is you would go dual lefts. Kind of like what you see over at Mason and Military. On Military where we've got two left turn lanes, we've got a number of intersections that are like that. You could do that.

- Okay.

- What about the way Mason and Military is set up now, where southbound and northbound Military, it's all one direction first, including the left turn green arrows, the other side doesn't move, and then it's green both directions, and then it's a protected the other direction green. If you were to do it that way and clear out eastbound Mason first, you get rid of those trucks that are sitting in the queue waiting to turn left so that

when you have straight, they wouldn't have the trucks. They sometimes might, but you might be getting rid of those trucks that block the view and then they'd have the protected green at the end.

- That is an option too. And like you had mentioned, Mason and Military-

- Can we do that currently?

- Military that's what we call lead leg phasing. We actually did away with that. That is something that we use for years at Mason and Military. We actually changed that within the year at, if you remember last year when we constructed new signals along West Mason Street from the Fox to 41. As part of that we actually did some experimentation with protected only and flashing yellow arrow and alternating them. Peak hours obviously want still be more restrictive 'cause that's when people are gonna be making more interesting moves, maybe some bad judgment. And then when the traffic is lighter and those gaps are available then we go to that protective permissive. So that intersection actually is quite state of the art, at least when it comes to the complexity of the programming and what we have out there. But again, I'll go back to originally what we said, can these all be done? Yes. But they are all, in essence, capital improvement projects. I wish we could do something like that, but in essence, we have to meet standards now and we bring things up. Well we always have, but standards always change and you need to have X amount of traffic signals per lane for movement, all of that. And it just becomes a big project then. But yes, those sorts of things that Tom we brought up, they definitely would be an option.

- Mike, we got diverted a little bit, but it's been very educational.

- So Packerland and Mason continues to be one of our highlighted focus areas for enforcement. And it will be one of the areas that we focus some of our grant funded traffic enforcements on, which I just got notification late last week that we are approved for our OWI BOTS funded grants and our seatbelt enforcement grants. So the BOTS grant years supposed go for October through September. So we have the same funding as last year for both those grants. So those just got approved and we'll start seeing some of deployments next week. So Packerland and Masons continue to be one of areas that we focus on just because of the high volumes of traffic and the crashes that we're seeing there.

- Mike, can I ask for a point of clarity. When you do an enforcement sting on Packerland and Mason or intersection, some that has this type of crash problem, what exactly are officers looking for from pullover?

- Well, it's easier if we have speed grant funding, however, that doesn't extend all your own. So we have click it or ticket or seatbelt enforcement. One of the regulations for the grants for clicker ticket is 6:00 PM to 6:00 AM for half of the year. So it's kind of hard to do seatbelt enforcement after 6:00 PM in the winter. So what officers will typically do is look for speeding. So that's a kind of a secondary objective is speeding, or if we have area of like a lot of red light violations, red light violations. And most of these deployments we have 10 to 15 officers working. Obviously, we're not gonna put 15 officers in that area, but we give 'em a general overview of what Packerland and Mason's target area, Ashland Avenue is another target area just based on our speed board data for speed. So we give 'em highlight areas, and we ask that a couple officers focus their attention on these different areas. So we had focus mainly this intersection, probably speed 'cause that's always a factor. And if people see a cop in the area, they sort of drive different. So just the officers being there would probably help the problem.

- So is it mainly weekdays or weekends?

- Depends. A lot of times the seatbelt ones are during the week. The Ill call ones are usually weekend, Friday nights, Saturday nights.

- Okay. Any other comments or questions? Okay, thank you, Mike.

- I think I have the next one as well.

- Oh yeah.

- So the third quarter fatal accident we had one app, excuse me, just for open.

- Do we want a motion on this?

- Stevens place and final second.

- It's been moved in second. And all in favor reply by saying aye.

- [Members] Aye.

- Oppose, nay. Ayes have it. Thank you.

- For the third quarter, we had one fatal accident on August 7th. It was moving around 7:00 AM. The vehicle was traveling of 2000 for explorer, was traveling southbound on I-43 during heavy rainstorm. Approaching the Baird Creek area, loss control of the vehicle and ended up striking the guard rail. The vehicle overturned and started a fire and a passenger died on scene, and the male driver died several days later. I believe two days later.

- Geez.

- The passenger was using a seatbelt and the driver did not use a seatbelt. There was a rear passenger that survived the crash. The risk factors were driving too fast for conditions during heavy rainfall. We don't have toxicology back, so I don't know if impairment was the issue at all. And there was some equipment issues with the vehicle having poor tread on the tires, the one vehicle accident.

- Okay, Anything else, Mike? Is there a motion to receive and place on file that report?

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

- Okay. Is there a second?

- I second.

- All favor signify by saying aye.

- [Members] Aye.

- Oppose, nay. The ayes have it. Thank you, Mike. Next is consideration possible action on request by Alderman Morgan to establish no U-turn condition on Schoen Street from Lilac Lane to Amy Street to improve safety near Eisenhower Elementary School. David.

- As noted in the background, in the agenda packet, I was in attendance at... I was requested to be at this meeting. It was actually arranged by county supervisor Pat Evans, who I learned actually teaches at that school as well association with their associate principal, the Alder, myself. And of course the observations for U-turn traffic. That was our goal to see if we could see any. And we did see some activity, but I didn't really see anything that I considered a little dangerous or anything like that. It was a very short lived peak. Most of the kids are either crossed at, 'cause there's a crossing guard that works there. So any of the crossings that take place will usually take place with the crossing guard. So that helped I guess keep some of the student traffic out of the street. But I think some of this may be stemmed 'cause over the years I know that we've had, especially

one gentleman that was really close to Jean Street that didn't particularly really like some of the turning around movements in his drive apron. And so he would place cones every day, kind of prevent some of that movement from happening. And so then what happens, these people just, if there's available with, and that was a lot of the issue is that you really wouldn't find it happening unless it started thinning out. And it was actually the ability to turn around. 'Cause if you got vehicles on both sides, it's not really conducive to a U-turn condition. So it really only happened what I thought when its kind of started lighting up a little bit, otherwise you really couldn't do it.

- Now I see you don't have a recommendation. Do you have a recommendation now?

- I don't have a recommendation as in, the only reason I don't is, does it hurt to have this? It really doesn't hurt to have it, have the situation, And it kind of brings me back to the first item that we had here with Alder Grant. It's like you have all these restrictive parking zones in place and we have some over this on this school or at this school on Schoen Street. And that's what's happening. So what does it do? Forces these parents to do that. So you kind of see every action reaction and now they're coming here for that. Now we have 'em at other schools. So the precedent is set and it's not necessarily a bad one. But at the same time it's hard for me to make a recommendation unless I really see something that we're trying to correct like a real big problem. And again, I only had one snapshot in time to see this, and everything else has just been from discussions that I've heard. So I guess I'm kind of neutral on it, I guess you'd say. It doesn't hurt, it doesn't, I don't know if it's gonna help. So, you know, one of those kinda things.

- That's clear as mud.

- Isn't it?

- Thank you.

- When you say there's a precedent set at other schools and it doesn't hurt, can we just test it out?

- Sure.

- Everything regulatory goes on a 90 day trial anyway.

- Is that your motion?

- I have a motion is to do a 90 day trial on a U-turn sign at Schoen Street grad school.

- Okay.

- Can I comment on that?

- Yeah.

- So if there's no major safety issue and we're just putting up signs to put up signs, I think it's really unnecessary. The other part of this is the enforcement, who's gonna enforce it? We can put up all the signs we want all over the city, but if there's not gonna be a police officer who can't do anything unless they've got grant funding, who's gonna enforce it? So I would not be in favor of putting up a sign.

- Okay.

- Just a point of clarity. If I could ask Lieutenant Sobieck or Lieutenant Buchmann, this would be considered a moving violation not a parking violation. So even though our parking staff comes out there and regularly cites, they can actually cite for this, can they?

- Parking cannot site for a U-turn violation. That'd be a moving violation of a sworn police officer. Look, all due respect, I'm a code enforcement officer for my own community, and the trouble that I have with a lot of this stuff is it happens like that, you don't catch it. In the act, there's no point, unless somebody's out there writing down license plate numbers and handing those off to you and taking video, you guys don't have anything. So it's pointless.

- Any other comments?

- Well, I would suggest to say it would improve safety. I guess, I don't see a big safety issue here, coming screaming at us. So I guess I would be supportive, again, the commissioner's point, just to start putting up signs.

- Okay. Well, has not been a second.

- I'm swayable enough that, I mean it's, I'm barely putting the first forward so unless someone is, they're strong.

- Would you like to change your-

- I would take my motion away, how's that?

- Okay.

- I'll remove my motion.

- Okay. I will take a motion to receive and place on file. Motion to receive and place on file. Is there a second?

- I'll second.

- All in favor signify by saying aye.

- [Members] Aye.

- All oppose say so. Number four, consideration possible action, a request from Alder. Number five.

- Five.

- My numbering is off. I got the wrong... It's number... Alder Stevens on behalf of Linden Pointe Apartment Homes to allow additional parking on the east side of Linden Drive. Alder Stevens. Wanna zoom that in?

- Okay, point of clarification. I am the business manager for Linden Pointe Apartments in case nobody knows. I operate that property. So on Linden Drive there's currently no parking zone on the, what side, east side? Right, Dave?

- I think all my references relative to this little segment has been north, south

- North, okay.

- It's kind of a north south road with east west, but I don't know. So right here.

- So 818 is that white building right there in front of 818, basically in the half? Middle of that building starts in no parking zone to University.

- [Unintelligible] .

- So I've been living on Linden Drive the last 23 years. And about 20 years ago, that no parking zone right there was in place because of the two neighbors across the street. Well, one neighbor has now passed away and the other people are no longer living there. So bringing this forward to remove that one no parking zone to allow additional parking on Linden Drive.
- Is that a problem, because of the mailboxes?
- It was a problem at the time because of the previous neighbors that used to live there. They're the ones that brought it forward.
- Is mail still delivered to those boxes or not?
- Yeah, it's still delivered. The mail lady has no issue if we do shorten up the no parking zone.
- How about you shorten up the no parking zone?
- It's basically right there is a no parking.
- Make that the limit?
- Yeah. Start right there.
- Signs.
- Yeah. And we'd open up all that up for parking.
- Is it like desperately needed?
- It is. My residents would park on Linden or their guests do. And all the people that moved into the new building, it's a Hmong family so they have a ton of vehicles that come over and they're very good about family get togethers. So that would help them as well.
- So we're just talking about moving the sign, Is that what you're asking?
- I think when you and I spoke, it's more of that first sign that you saw. Remove that and then basically move it to this one. You'd remove the double arrow and then put the left arrow that way. So then all your no parking zone becomes between this post, and in essence where you see that arrow.
- And then it goes farther. Goes right to University.
- Go all the way.
- Yeah.
- Oh is that a double arrow?
- Yeah.
- I thought it's another arrow. Yeah, let's see. See my eyes. Oh I see a limit there. Are you saying that there's other.
- Keep going.

- Other signs?
- Oh no, that's parking there. Go down then it goes no parking.
- Oh yeah, you got short no parking here to corner up at the intersection. Yeah, but that's completely separate from this. So yeah, it's what I had said before, So from this arrow sign, you wrap it around, goes past their driveway and then the door that sign with the double arrow, that one would be swapped out with one, just that one area then. Frees up all the area where you saw the mailboxes, it would free that up.
- It would free up a lot maybe four parking stalls basically.
- I don't think it was at least a hundred feet. it was considerable. I mean you'd have number of stalls on there. So basically this whole area from about here to here. 'Cause they can park I think right around here and all that right now. But it just allows them to park a little bit closer to that driveway.
- And the no parking there was put in place because of the two neighbors.
- Right.
- But they are no longer with us.
- Question regarding mail delivery. You said you spoke to someone regarding that, the mail carrier?
- The mail carrier. She said she felt like there wouldn't be any issue. If we did remove it and it'd become an issue, we could move two boxes together, so that 851 or whatever.
- That would be the ideal situation. Just move that one mailbox and that solves the mail issue.
- Yeah both of them.
- We paint the curb yellow in front of the mailboxes the four feet or whatever, it's necessary.
- The only thing I caution on that is, is that when we paint that curb, we always have to have some sort of regulation that supports it. There is no law that says you cannot park in front of a mailbox. There just isn't. I think it's more common courtesy that people don't block them. That's why I like when you see, like by Lambeau Field district, you see the curbs painted by the driveway. At least we've got an ordinance for the four foot. You cannot park them four feet, so that will do it. It's more to enhance what's already on the books or what's being signed.
- Okay. Other questions, comments?
- All I ask is that we do the 90 day trial to find out if we have any issues. Mailboxes might be an issue what that can be addressed in the future.
- Okay. Is there a motion?
- To make a motion for a 90 day trial to move the parking sign up to the second parking sign?
- I'll Second.
- And I do need abstain.

- Okay. Abstention by Alder Stevens. All in favor signify by saying aye.
- [Members] Aye.
- Oppose, nay. Aye have it.
- Thank you.
- Yep. Now, don't say we didn't do anything for Consideration possible action on the request of Alder Brunette to install a stop sign or sign on Lafayette Drive and Candle Way. Dave.
- I had a conversation with Alder Brunette this afternoon. He apologized he wanted to attend and get the requester to attend the meeting, but that was not possible. And he's asked that this item be held or postponed to next meeting.
- Okay.
- I'll make motion to hold.
- Is there a second?
- I'll second.
- Moved in second. And all in favor signify by saying aye.
- [Members] Aye.
- Oppose, nay. The ayes I have it. Termination periods will take a motion in mass unless there is an objection on any of 'em. Dave.
- No objection on my end.
- Okay. Is there a motion to take all the termination requests in mass?
- I make a motion.
- And I'll second.
- It's been moved, and second. And all favor signify by saying aye.
- [Members] Aye.
- Oppose, nay. The ayes have it. Next meeting, November 21st.
- What's the informational meeting that Alderman Steuer wanted to cover made?
- There was an item that was inadvertently left off of the agenda. It was placed as a communication that he wants to have on the next agenda that has to do with pedestrian bike crossings of streets and safety concerns over them, and possibly putting flashing yellow lights at them. That's roughly how it was phrased. So I told him, I said, yeah, we can, as long as he just wanted the the committee to know other specific locations or he didn't list any specific locations.
- I could give you several suggestions of where they could go.

- Right. And the nice thing is that I think we already have something to bring forward to him and I think everyone here on the table probably knows what it did the same.
- Can you question him if it was school zones that he was thinking about? I thought that's what it was.
- He did not mention any particular schools.
- 'Cause if that's the case, we already have a plan in place.
- Correct.
- You may want just withdraw.
- Right. I was hoping to have a longer conversation with him, but I could not. But I may speak with him between now and then, and if he decides to withdraw his request then that'll be up to him. But at the end of the day, I think we'll have a pretty concise response for him. And maybe just a reminder of what you had voted on back this summer.
- Thank you.
- I just wanted to bring up-
- Yes.
- That the background information that you provide, Dave, we really appreciate it. It very factual, it's very helpful. Just to inform us and give us background and some history. It's very well done and I appreciate. I appreciate it and I'm sure all the other commissioners.
- Well stated
- Job well done.
- Thank you.
- Thank you. Is there a motion to adjourn? Nobody wants start adjourn?
- Motion to adjourn.
- Mike. Is there a second? There's a second. All in favor signify by saying aye.
- [Members] Aye.
- Oppose, nay. The ayes have it. Thank you very much, everyone.