MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, NOVEMBER 21, 2022, 5:30 PM
In person at City Hall, Room 310.
Virtual attendance also available via Zoom.

A. ZOOM MEETING INSTRUCTIONS.

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

B. ROLL CALL.

1. Members: Chairperson Daniel Theno, Vice Chairperson Kasha Huntowski, Alder Craig Stevens, Lieutenant Tom Buchmann, Stephen Larsen, Patrick Sorelle, and Dan Teaters.

Present & Voting: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
Present & Not Voting: Dan Theno
Absent: Stephen Larsen
Others Present: Alder Jesse Brunette, Recording Secretary and Traffic Engineer David Hansen, Public Works Supervisor Elizabeth Nadolski-Spears

C. APPROVAL OF THE AGENDA.

1. Approval of the Monday, November 21, 2022 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Dan Teaters, seconded by Kasha Huntowski, to approve the Monday, November 21, 2022 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

1. Approval of the Monday, October 17, 2022 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Dan Teaters, seconded by Kasha Hutowski, to approve the Monday, October 17, 2022 Traffic, Bicycle, and Pedestrian Commission meetings minutes.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

E. 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 report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, and Dan Teaters.
No: None
Abstain: None

Voice vote. Motion carried.

2. *Initial Request:* Consideration with possible action on a request by the Department of Public Works that the city enter into a Memorandum Of Understanding (MOU) with Georgia-Pacific Broadway LLC for their request to install a Rectangular Rapid Flashing Beacon (RRFB) system on South Broadway. (Ald. Johnson - District 9)

Moved by Kasha Huntowski, seconded by Craig Stevens, that the city enter into a Memorandum Of Understanding (MOU) with Georgia-Pacific Broadway LLC for their request to install a Rectangular Rapid Flashing Beacon (RRFB) system on South Broadway.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

3. *Postponed from Previous Meeting:* 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)

Ald. Brunette spoke in favor of the request.

Moved by Craig Stevens, seconded by Kasha Huntowski, that on a 90-day trial, to:

A. Remove the 1-WAY YIELD condition on Lafayette Drive at Candle Way.
B. Establish a 1-WAY STOP condition on Lafayette Drive at Candle Way.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

4. *Termination of 90-Day Trial:* Remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS parking zone on both sides of Hubbard Street from Allard Avenue to Woodlawn Avenue.

Moved by Craig Stevens, seconded by Dan Teaters, to remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS parking zone on both sides of Hubbard Street from Allard Avenue to Woodlawn Avenue.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

5. *Termination of 90-Day Trial:* Establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS parking zone on the north side of Hubbard Street from Allard Avenue to Woodlawn Avenue.

Moved by Craig Stevens, seconded by Dan Teaters, to establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS parking zone on the north side of Hubbard Street from Allard Avenue to Woodlawn Avenue.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

6. *Termination of 90-Day Trial:* Establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS parking zone on the south side of Hubbard Street from a point 55 feet east of Allard Avenue to Woodlawn Avenue.

Moved by Craig Stevens, seconded by Dan Teaters, to establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS parking zone on the south side of Hubbard Street from a point 55 feet east of Allard Avenue to Woodlawn Avenue.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

7. *Termination of 90-Day Trial:* Establish a NO PARKING zone on the south side of Hubbard Street from Allard Avenue to a point 55 feet east of Allard Avenue.

Moved by Craig Stevens, seconded by Dan Teaters, to establish a NO PARKING zone on the south side of Hubbard Street from Allard Avenue to a point 55 feet east of Allard Avenue.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

F. INFORMATIONAL.

1. Temporary Parking Regulations ordinance update discussion.

2. Next meeting: Monday, January 16, 2023.

Moved by Craig Stevens, seconded by Kasha Huntowski, to change the start time of all future meetings to 5 pm.

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

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

Yes: Kasha Huntowski, Craig Stevens, Tom Buchmann, Patrick Sorelle, Dan Teaters
No: None
Abstain: None

Voice vote. Motion carried.

VERBATIM MINUTES

- Did you get all your projects done this fall?

- No.

- Too many?

- Too many.

- Not enough help?

- That's part of it.

- I took a tour of the 911 Center this past week, and not that I'm on the County Board, I took a tour of a departments, two departments every week. And the 911 Center was just fascinating. Just fascinating, you ever been over there?

- I have not.

- Nice facility.

- It's a huge, huge room. And I was asking the director, he was saying that they're short of help over there, quite a bit, and I was saying, is that stress, because it's a stressful job? He said, yeah that's a problem. Well, is it, the salary that you are having trouble recruiting? He said, "Well, that's part of it." he said, "You know what's the biggest part?" I couldn't guess it. Typing.

- Really?

- These younger people don't know how to type. They know to do the computer, but they don't know how to type. Well, let's get going. If our new member comes in, that'd be great. I'm gonna call the November meeting of the Traffic, Bicycle and Pedestrian Commission-

- [Speaker System] Progress.

- to order, are we set?

- Yes.

- I think so.

- Please note that all members are present except our new member who might come in yet. Approval of the Monday, November 21st commission agenda. Is there a motion?

- Motion to approve. Motion by Dan, is there second?

- Second.

- Second. All in favor signify by saying aye.

- [All] Aye.

- Opposed nay, the aye's have it. Approval of the Monday, October 17th meeting minutes. Is there a motion to approve?

- Motion to approve.

- Motion, is there a second?

- Second.

- There's a second. All in favor signify by saying aye.

- [All] Aye.

- Opposed nay, the aye's have it. Regular business. Consideration and possible action on the report of the police department on the monthly Traffic Enforcement Unit, traffic safety plan. Okay, Lieutenant.

- We actually got a lot of talk about today.

- Good.

- Well, it's not really good. It's two fatalities last month.

- Two?

- Yeah, we had two separate fatalities. One was on on Mather and Harrison Street, was on the 27th at 7:03 PM. That was a pedestrian crossing the road. It was a dark night. No moon out, it was really dark. Driver wasn't speeding excessively. If he was speeding at all. There was a person following him, a witness to it. Said the truck was only going about 30 to 25 zones. So it wasn't excessively speeding if at all.

- Just couldn't see the guy, huh?

- Didn't see the guy. There's video of the incident. It looks like he's driving along. You don't really see, 'cause it's such a dark night and dimly lit area. All of a sudden you see the pedestrian in front of the headlights. No time to really stop or whatever. Bigger truck, hit the pedestrian, went down to the ground, was hemorrhaging pretty bad from his head and the driver stayed on scene, was cooperative, went and volunteered to give a sample of his blood for wasn't intoxicated. There may have been drug use in the system or whatever. If there was, that was gonna, that's gonna come out in the toxicology report. So we won't know that until the lab gets the results back. But he passed all the sobriety tests at the scene. So that's the first one. Not really a whole lot that I don't know what could have been done differently. I think it's just a matter of circumstances. The wrong place at the wrong time, dark street. I don't know the condition of the pedestrian, whether he was intoxicated or impaired in any way that may have led to it also, 'cause he should have been able to see that car.

- Is there a toxicology test on the victim in a case like this?

- Yes, yes. Typically the medical examiner's office will do that.

- Is that the intersection, Dave?

- Mhmm.

- So a traffic reconstruction unit was called out and took over for the reconstruction of that case.

- Was the victim in the crosswalk?

- It's a unmarked crosswalk at that location. So it's, you can see there, there's no curb, there's no white line. It's going across-

- Curb ramp, so yeah, legally it constitutes a crosswalk. But it was at the intersection?

- He was at the intersection crossing Mather. So he was, I don't know if it was exactly at the intersection. It was near the other side of the intersection right over there.

- I'm just curious if it was in block or intersection.

- No, it was close to that intersection. Whether or not it was actually in the crosswalk, I'm not sure.

- See one street light here.

- And that's, I think the only thing that really kind of, oh wait, let me think, maybe it was.

- This is looking eastbound towards it.

- It might have been closer to mid block then, because the streetlight wasn't right under the scene where it happened, over the scene where it happened. And I don't know if maybe that tree gave some shadows or whatever. I don't know, the angle that we had from a surveillance camera from somebody's house was, it is not the same view that the driver is getting from behind the wheel, so. But we'll know more when the toxicology comes in from the driver to see if there was any kind of impairment or whatever. So that was the first one. The second one made a lot more headlines, 'cause that was the excessive speed on Mason Street at Oneida that occurred the night before Halloween. Thank God it wasn't on Halloween. On October 30th, 7:40PM, Mason-Oneida Street, there was a small white car traveling, the speed estimates right now from video footage, so what they did was they have the surveillance cameras captured the crash on video from Walgreens. They take the segments of the video and they determine distance from one frame to the next frame. And if they know the frame rate of the video, they can estimate speed. They estimate the speed of the car at 124 miles an hour-

- Oh!

- Before a crash. Basically the car was racing another vehicle east on Mason Street. The light at Oneida turned red for eastbound traffic. Northbound traffic started to go, even if they saw the car, there would've been no chance for them to react in time it was going so fast. Just clipped the front end of the car going northbound on Oneida, half a second more would've been a T-bone collision, would've been fatal for the driver of the car going north. But it clipped the car. That car then spun sideways, hit a vehicle going westbound, stopping for the light. The red light smashed into the front end of that car and then spun all the way down to the entrance to the public works garage on the west side. A full city block before it had enough friction to slow down and come to a stop. The driver and a front passenger got out of the car. Their friend, 17 year old was in the backseat, either dead or dying at

that point. And they fled the scene, jumped into the car they were racing with. The other car stopped. They jumped into that car and took off from the area. They found out through investigation of who had the car. And it was a 15 year old, I'm sure you've all seen the news, a 15 year old girl. She had taken the car from her mother, and we went and talked to the mother. She said, yeah, my daughter must have the car 'cause she didn't even realize it wasn't there. So she, we got her, she turned herself in the next day. Obviously she knew we were looking for her. There was probably drugs involved with that. We won't know because we didn't catch up to her until the day after. So we can't do any toxicology reports or anything on her. And she's gonna be tried as, they're working to try her as an adult for the reckless homicide. We had number of people call in afterwards tell us that they have video footage of that car from their home surveillance cameras or some businesses, speeding all around the west side before this incident occurred. I don't know if there was any calls specifically about it, but even if we get a call, the car's speeding on a side street or whatever, by the time we get there, obviously at those kind of speeds that person's gone. There's no indication that if we had found the car and gotten behind it and tried to stop it, that she would've stopped. Driving that kind of recklessly throughout the whole west side, there's very unlikely that she would've stopped for the police.

- Well if she would've 15, she probably didn't even have a license.

- No, of course, of course not, no license. So that's unfortunately one that there really is no way to prevent that other than to find a way to capture the driver before the crash. But if they had taken off at that, those kind of speeds, the police would not have pursued because it would've just added more reckless, you know, high speeds into a chase. And we don't want to be pressuring that person to drive even faster and more reckless. So even if the police did see the car, attempted to stop it, if it took off from them, we wouldn't really have an ability to stop the vehicle at that point. So it's a very, very unfortunate thing. The people in the two other cars were uninjured or had extremely minor injuries. Didn't even have to go to the hospital or anything, just maybe some cuts from some glass on their hands trying to get out of the cars. But that's about it. So we got really lucky in terms of the other drivers on the road. Unfortunately 17 year old, he's from Florida, has been staying in Milwaukee and came up here to visit some family. Was not in school up here, was not, I don't know the circumstances behind him leaving Florida, but, so that's the other one. So we had another one, a near one. I don't know if, did we talk about it last month or did it not make the meeting last month? The hit and run on Webster? That one was-

- We talked about it.

- Did we talk, yeah, I think we talked about that one. Yeah, that was right before the meeting. So, but that gentleman survived. That's about it. I mean that's, that's the major things we got. We just got our traffic grants in for it in October. Our traffic grants come in for the following year. So we're able to get some more task force out there, get some more OWI's, and that'll be ramping back up, especially with the holidays. We are gonna have on November 2nd, we're gonna be working, I'm sorry, December 2nd. That's the Friday I think. Working with the Brown County Sheriff's Department in particular at Packerland and Mason. That's been a problem area. We've discussed a lot of our traffic meetings. A high number of crashes. It's probably the most dangerous intersection, one of the highest crashes in that area. So we're gonna have an operation from 3 to 7:00PM targeting that area. That will be signs up saying that it's a high enforcement area and we'll be making-

- Why would you do three to seven? Why not earlier? Because you're talking about a bunch of

students there, aren't you?

- It's not necessarily the students. There are some crashes there just because a high volume of students that are coming outta Southwest. But that's a high crash area regardless of students. There's a large number, we've discussed at other traffic meetings, about the left turn. Turning on the red is another issue at that intersection. But the left turn is a big one because the semi-trucks coming eastbound, turning north onto Packerland. Anybody that's coming westbound to turn south onto Packerland, they have a very difficult time seeing past those trucks. And so they pull forward without, kind of blindly not being able to see past those trucks. And there's cars coming eastbound. So we're gonna have some speed enforcement, seatbelt enforcement in the area, and we'll have any of those violators, we're planning on having an officer at the intersection in a unmarked car that's not, doesn't look like a police car. That'll be calling out the violations and we'll have officers in all the directions. Red light running is another one at that intersection that's makes it really dangerous. So we'll have him calling out violations and then we'll have officers down the road pulling over the cars. So.

- Okay. Anything else, Lieutenant?

- Nope, I think that's about it.

- I have a question for you.

- Yeah?

- So if I looked right, can you explain why traffic stops decreased in October? Or traffic stops?

- Where are we at?

- It looked like August we were really high and now we've been downhill climb.

- Yeah, well the, like I said, the grants, we were waiting for the grants to get approved. We can't, when we do the traffic grants, that adds a lot to our numbers with the OWI Task Force and the clicker ticket grants. So we had to wait until those got approved before we could put anybody out on the road in October for that grant money.

- But those grants designed just for that, or also speeding?

- No, the speeding, the speed wave grants run in the summertime, that adds to the numbers in the summer. So there's a lot more traffic stops in summer months because the Speed Wave grants come through for, I think it's May through August. That's when, don't quote me on those months, I can't remember the exact months that they come in. But they have to be spent during a certain time from the state. So that helps with our numbers in the summer. So that inflates our numbers in the summer when we have that grant money coming in. And then of course just with more people out and about in the summertime too.

- So are you suggesting we will see it downhill?

- I, think if you'll compare it to graphs from previous years, I think it'd be pretty similar. It follows the regular pattern. You can see at the beginning of the year we were really low. It's cold out. There's not

as many people out in the wintertime, it's not, you know, summertime it's obviously more people out and about more people traveling, more people doing things. So it's more active time for drivers and for police.

- All right, thank you.

- Yup.

- Good question, anything else? Is there a motion to receive and close the file?

- Motion received on closing file.

- Is there a second?

- Second.

- Moved in second. All in favor signify by saying aye.

- [All] Aye. Opposed, nay, the ayes have it, very good. Thank you Lieutenant. Initial request consideration possible action by the Department of Public works that the city enter into a memorandum of understanding Georgia Public Broadway LLC for the request to install rectangular rapid flash beacon system on South Broadway. Okay, Dave, you wanna take that?

- Yes, thanks. So GP and the project team, project Sanco, their primary contractor with construction and they approached us at the onset of this project. We met, as a matter of fact in this room here, they had gone over some of their drawings and some of the phasing of the project for that plant expansion. And as part of the redevelopment and reconstruction, they're gonna be temporarily relocating some of the employee parking and then creating some parking for what they call craft contractors. This would be any of the trades that are coming in and doing work. So their request is actually somewhat multifold because of the dynamic nature of the project. So they were asking for that craft contractor crossing to build one, put an RRFB in that location. And then once the project is nearing its completion, and the trades start to go down, then we would actually build a permanent crosswalk in essence kind of replacing what was there prior to the project. It's slightly being relocated, but then move those devices over to that location. So this is something that we've worked with them cooperatively and they agreed to, because it's their traffic, their pedestrian traffic, absorb the cost of all of this. And so we agreed. We did purchase the materials and install them and everything since this is the regulatory devices for street right away. So that really still comes under the purview of our department. You know, we don't want them putting in some inordinate timing and anything like that. So we really have kind of the keys still to it. But because of nature of the pedestrian movements that are happening there, it's really to their benefit.

- So they're gonna put the employee parking lot eventually on the west side of Broadway?

- Correct, they'll have some over there. I know they're gonna have, 'cause obviously where they're expanding, they're taking up some of that parking. So you know, they still have the same need and capacity, well they'll have actually more 'cause of the expansion. So some of it will be south of there and some of it will be west. So overall, like I said, we worked out the agreement on this and their attorneys talked to our attorneys you'll see and it was attached to the agenda, all the terms and

conditions. Probably the thing that would be the most interest to everyone would probably, not necessarily the signatures, but really the this diagram will show you, zoom out a little bit. You can see Liberty Street here, Lombardi, this is where the signal is right now. So an existing crosswalk was over here and as you can see, it's gonna be permanently moved a little bit south of there, including the driveway. Right now they have a temporary crossing that goes right here for the employees. 'Cause they do have some that are parking across the street now. So this is in, and then as I was saying the craft crossing, that's actually over here. And this is where their meetings are located now. When these dry up, then these get moved down to here. It's really just more or less of a formality that we need to bring to counsel to get the clerk and the Mayor's signature. So I figured this would be the appropriate committee for to be heard.

- Okay, is there any questions? Is there a motion?

- Make a motion to approve.

- Okay, it's been moved by Kasha. Is there a second?

- Second.

- Second by the Alder. All in favor signify by saying aye.

- [All] Aye.

- Opposed nay? The aye's have it. Alder Brunette you've got one here. Postpone from a previous meeting. Consideration possible action on the request from Alder Brunette to install stop signs, or signs at Lafayette Drive and Candle Way.

- It's all there.

- Do you object?

- No, come up. We're pretty informal.

- When you're voting I have to fight the temptation and say aye or nay. I'm not used to this.

- Well you're usually our nay, aren't ya?

- No, no, just on the important things, just on the important things. Anyways, good one. So thank you for holding off to talk to Mr. Hanson at the last meeting, and I was unable to attend in person, but I needed to get a little more information with the request. So the request, and I'll let Ms. Hanson get into a little more of the details, but basically from what I understand there are yield signs in this intersection already. One of the questions that he had was, where would the proposed stop signs go? And the people who came up with this request would want to replace the yield signs with stop signs. There's a subdivision or some growth there, some residential lots that are being developed and there's a number of people, at least the ones who have contacted me with concerns with the number of children and speeding vehicles. I'll let you take over from there and I'll answer any questions if you have them. That gives a good background I think.

- Good news.

- Sure. So the intersection itself, just to give you some history. To the east here, this is what's called Pine Acres subdivision. This is actually built starting in 2019. And you can tell this area is actually pretty new. So there's actually a number of homes, I'm sure, I think it's got over 50% occupancy already. Street lights we installed and everything. So, fully functional subdivision at this point in time, some available lots. So upon this open, Alder Brunette did contact me back in 2019, maybe early 20. And we actually brought it forward to the Traffic, Bike, and Pedestrian Commission here for the installation of yield. So initially it was an uncontrolled intersection. I mean before this was here, literally it was just a stump street.

- There's just a T there right now, right?

- Yeah, yeah. And right now it's a T, yeah. But like but where the hand is, I mean that's literally about as far as the street went prior to construction. So there was literally no traffic control at the intersection itself. But once it opened up, the Alder contacted, put the request in, and we all agreed that a yield tend to be appropriate, you know, for the T, head of the T coming in, to have that traffic yield. So upon it being open, this traffic still is pretty low, you know, there really isn't, this isn't like a real good cut through, let's just say, you know, 'cause all all the people that are in this area, they need to get to Hazelwood. They're gonna, you can kind of see, you know, a lot of 'em probably still just go up this way and head out. Do some of them go this way? I mean it's more turns and everything. So I don't really think it's an added convenience to do that unless they're just curious about the status of some the homes being built. That'd probably be about it. So I don't think you're really seeing a lot of change in patterns. I think that the, predominant trip generators coming out of this subdivision, are really just the people that are living there and some that are maybe on this street. So it is, well like I was saying, I conducted a crash investigation to see if we have anything since it opened up, and we have no crashes. So no news in this case is very good news. We don't want crashes. So that was the predominant question as the Alder just stated, was whether or not they were looking for just to change the one way yield to a one way stop, or if it was actually to install stop signs on all the approaches. So many of you know, that are on this commission, know that in order to put a multi-way stop in that it should be studied, looking at the traffic patterns or certain reasons why multi-way stops are put in. And as you've heard me say time to time, again, we don't put them in for speed control 'cause there's ancillary effects that actually occur at unwarranted locations. So, but correct me if I'm wrong, Alder, is it just the one-way stop request? 'Cause it sounded like it was just a replacement.

- I thought there was two yield signs, my apologies. So you're saying it's only one yield sign existing?

- Correct, but the yield comes in, the traffic comes in here, the yield. So a yield is a stop condition in the presence of two or more conflicting road users. So in this case, you know it really is a low volume location. I know I live in the area, and I actually walk in and travel it from time to time.

- What's that other street, Spring Drive?

- Which direction?

- Over on the right.

- This is Lafayette-

- No by Parkwood.

- The other, go into that subdivision. The other street.

- Are you talking to the north? 'Cause this is a T right here.

- South.

- Crestwood Springs, perhaps?

- This is Parkwood right here.

- Yeah Parkwood and-

- This is a cul-de-sac right here. There's two cul-de-sacs. You have one right here, and then you have another one right here.

- No, we go to the right, that street right there.

- Oh this is Crestwood Springs.

- Yeah, what's that, Parkwood?

- Parkwood is yield or a stop sign?

- At this location?

- Yeah.

- I don't know, but we can check. Yield, so it's a two-way yield right now. Crestwood Springs for Parkwood, and Parkwood serves more or less as a neighborhood collector street. It goes across west of South Point and into another subdivision. So Parkwood does serve, you know, it gets more traffic than the rest of the streets do, but it's not technically a collector street. South Point is more of a collector of the area.

- No thinking if we're gonna change one, we should change both? Would you guys recommend the two?

- Well the only thing is, the other one is a T, this isn't a T, right?

- Correct.

- It's a four-way.

- This is a four way.

- It's an offset four-way.

- Right. Yeah, it's got, you know, a little skew to it, that's about it. Just to show you what this one looks like. So as you can see we have the name of the street assembly here, but we don't have a yield on it at this point. So this is 2016. So you'll see this is what it used to look like. So now this cuts through, goes into the subdivision, and we placed the yield sign here. I know we took this down and put this assembly in a little bit more conspicuous location. But the thing I wanted to point out too is that, you know, as you come up over here, you know that's Hazelwood Lane, that's up to the north, and it's only 300 feet and we pretty much need to have that entire view up to the intersection for intersection site distance to be met. Because that 30 miles an hour, that'd be about 335 feet.

- So Dave, does that tree then cause any visibility issues?

- Good question. It looks like it does on here. The only thing I would caution you is I know that those Google vehicles, sometimes the height of, those cameras are a little on the high side. The number that we use for engineering purposes is three and a half feet. Three and a half feet is, you know, it's someone sitting in a lower profile vehicle, we have to design at that level. Now someone in a pickup truck of course is gonna be a little bit higher than that, but three and a half is what we use. It's a good question.

- Yeah, I mean multiple thoughts. If that is actually a street tree in the public right of way, then our parks department could actually trim it. And then what's the view looking the other way.

- And just on that point, real quick, if it is in the right of way, which I'm not sure if it is, if it's a terrace tree or not. Yes, Park, Rec and Forestry would trim it. If this is on private, it's basically gonna be the private property owner's responsibility. Sometimes it's just easier for us to go and trim. But at the same time, if it's their a tree, we really shouldn't be going in there. But I've worked with the property owners before. I'll work with inspection department, and then just they'll put a case together on it or whatever they call it, a ticket, and then they just go and then work it out. And it's usually not too big of a deal. People usually understand.

- Yeah, just trying to paint a picture here, whether, the issues at hand that were speeding. Just general safety concerns, you know, you know, is the speed down the main road there, is it, you know, is that being used as a cut through instead of the next road to the west?

- The next road to the west would be South Point.

- South Point, okay.

- And again, I do live in this area so I actually know this and I can tell you I don't use it as a cut through. I mean because there's really no, there's no reason to take it as a cut through. As a matter of fact, I think it would give you, there's more turns, there's more intersection control that would be needed if you would do that. You know, 'cause you have this, I mean any traffic that's coming this way just to go left, you have an always stop here. So I mean that's very convenient. And then you just go south or north onto South Point. It wouldn't be a convenient cut through. I mean I don't, I wouldn't think it's used for that at all. I mean I think the people that are really using this are just neighborhood residents themselves. Yeah, the one thing like I said I wanted to make mention with that was the 300 feet. So I think you make a good point. You should be able to see all the way up to the intersection. If not, you know, we can always get that tree trimmed or ordered to be trimmed. Bu the other thing, and I

know I mentioned it in my agenda report was that there is a considerable down slope there. I mean it's higher than most streets would be. It's probably verging on 10%, which is the max of what we would probably construct roads at. So yeah, I would just say in the wintertime that obviously could create problems with people coming off of here and then being forced to stop. And again, anecdotally, I mean knowing these numbers, and doing this job for coming up on 17 years, I can pretty much tell you what warrants, we have zero crashes, I've already verified that. It wouldn't meet the volume warrants. You just don't have out here. It's very, it's a very calm neighborhood I guess you'd say. You know, you don't have an assignment right of way issue at this location at all. That that's not what it is. So I mean, and if it's for speed control, again, Federal Highway Administration says thou shall not put them in for speed control because it creates ancillary issues.

- So if it doesn't meet the warrants, then Dave, is it worth, I mean can we ask the Alder, what exactly are the speeding complaints?

- Yeah, if it's okay.

- Sure.

- I'll just read the couple, there's a couple that lives right where the stop sign is on the other side. And then another person who reached out to me, and these are just some of the notes that I wrote down. People, according to this person, people are using streets for thorough fairs from Cormier and Hazelwood. I think their main concern is of safety. More and more children, specifically children that are playing or are recreating in Candle, and they're concerned about some of the kids playing. They indicated that their one family has six kids across the street, another with three, and another with two. So they notice more and more children in the street. And they're concerned with a yield, that another peer stops, that the children safeties in jeopardy. They claim that some cars go 40, 50 miles per hour. Of course you all know that, but it's hard to prove that, you know, from a person's eye sight. But that's what they claim about, I don't mean to laugh that it's not funny. I'm laughing cause I know it's hard to prove. And then they claim that their dogs, people walking their dogs have nearly been hit a few times. And then another person had emailed that exactly what this other couple said, independent of each other. There seems to be some common things here. They have a child sign with a flag at the end of their driveway as a way to slow down traffic going down Candle Way. They say a speed bump would be a great solution. And we don't really do that in Green Bay.

- I won't say no to it necessarily, we have a neighborhood traffic calming program. And that's actually one of the improvements that would be part of it. If indeed thresholds are met of the program.

- This would never get to the thresholds.

- You never know-

- Well, you don't have enough traffic to get.

- It's not a number of traffic, it has everything to do with the 85th percentile and 95th percentile of speeds. You could have 200 vehicles down there and if they're all driving 40 miles an hour, they qualify. So yeah, I mean, don't ever discredit that program I think it is highly underutilized. And quite frankly I think that some speed, more speed zones on our residential streets would probably have a good impact. We can't have police officers, as we know, 24/7 at these locations. It's tough to engineer

our way out of something like this with signs. I mean we've proven, I mean even, you know, we're still getting complaints and they've got some, you know, pedestrian warning thing at the end of their driveway and I'm presuming that it's not really effective either. So, you know, any of the signs and markings that we're putting out, as we can tell are not really doing anything. They're not having an impact on the motorists. So, you know, I've kind of come to this point now in my career where I go, sometimes you do have to physically constrain the motorists. You put the speed humps in, you can go see someone Peters, you can go see someone on Farlan, and I can tell you that they work. How do I know that they work? I've sampled them. I've sampled a one block, the block that has it on Farlan to the west of Elizabeth, and then to the east. And one guy asked me when we were resurfacing that he said, I don't like these things, let's get rid of 'em. And I said, you wanna, I got some information for you. I said, I got your neighbors one block over that they're sick of the speeding on Farlan. and I sampled the speeds there and they were, I think it was like 33, 34 maybe in a 25, that's high. They can continue in on the program for speed bumps. They already have 'em west of Elizabeth. And I said, you want to know what your speeds are? I took them at the same time, what's that? 25. You still want 'em out? They work, speed humps work. I think.

- What is the, this is not the right direction, but what is the criteria for putting out speed bumps? Do you have to go through the calming procedure?

- Without going through all the details of the program, I'll try to simplify it as this. People have a complaint to speed. They actually complete the application, which is online. It gets to my office. I make an evaluation on whether it qualify, per the terms of the program. In a case like this, this is a residential street, all residential streets, meaning, not because, it doesn't mean if it just has houses, it's the hierarchy, the design on the street and everything like that. This is a residential street, that would qualify for the program. Then we would look at surveying and sampling the speeds, which obviously we can only do in non winter months 'cause the equipment we use would get ripped up by snow plows. But we would sample those speeds and if they come up, if the 85th percentile is greater than 32 in a 25, it qualifies to continuing the program. The 95th percentile is over 35. It continues the program in the. One or two of those numbers are the markers. I forgot to add one thing before that. There does need to be neighborhood consensus in the program and a petition would have to be, I shouldn't say petition, it's more signature. So we look at it as if there's enough people in the neighborhood that have an interest in this, then it's something we would consider. So you know, if you don't have that public buy-in from your neighbors-

- but what you're saying is you go through the regular calming procedure, then.

- Yeah we just go right through the whole process. And if it continues to meet and then you know, who knows, maybe speed bumps are in its future then. I'll be honest with you, I have yet to see one successfully go through. I'll be honest, I'm kind of dissatisfied with that. I mean it's good that we're not getting some that exceed the thresholds but sometimes they just lose steam because you know, people aren't as interested. You know, I have no idea how it would even work on a financial aspect because we haven't even gotten that far. So, you know, and this is all pre wheel tax, what's went in, is this something that, you know, it just gets slated for the next time when it's resurfaced that they would go in perhaps, but I don't know, you know, and speed humps are not the things that you remember from 20, 30 years ago that you'd find in parking lots. That, you know, you lose your front end or your muffler on it or something. That's not how these are, I mean these, these are designed so that they're friendly for heavy vehicles like fire trucks, public works operations, dump trucks, all of that. Garbage, collection, plowing, all of that. I'd encourage each and every one of you to go to Farlan and go to

Peters, see what we've done on those streets. And I'll tell you what, I don't get calls and complaints from only that one. I asked for it to be removed in the Reserve Scene and I talked them out of it based off the speeds that we get. So that being said, I would not discredit that by any means. I think that they have viability. I just think that it, this, this community just needs to an open and embrace this improvement. 'Cause I actually think of a work for 'em. And I, you know, we've gotten to that point now and we know, we hear it all the time. Chief had said it when he was sitting in front of you. The biggest complaint that they get is speeding in neighborhoods. So we have to figure this out somehow.

- Dave, it does have to be a resident that starts the process though, right?

- Correct.

- Okay.

- So if we resurface a road, can't we just automatically put a speed bump in?

- Not necessarily.

- Gotta show there's a problem and a need.

- I guess you could say that but I just don't understand how it would hurt to add something and be a little preventative. But that's not our standard mode of operation.

- Can I put something-

- For you Alders to look at.

- Yeah, can I put something on the map?

- Sure, sure, please go ahead.

- So just little background. So when I first met the couple who lives here, this was again blocked off. This was all wooded, all forested. So over the years, over a couple years now, four years, the neighborhood has changed quite a bit. This did not exist and now it does. These did not have houses. They were lots that were at that point undeveloped a few years ago. And so little by little I have seen that neighborhood evolve to the point where we will sign, satisfy their concerns. But as they see more and more homes being constructed and more traffic going through, they express that concern. So I don't know how much of this will be developed at some point. I don't know quite what that is back there.

- I was just gonna ask you that. Wooded area, is that undeveloped yet?

- This is gonna be undeveloped but the plan for Pine Acres is only this street, this street, and then the extension of Crestwood Springs at the time. And I know just from looking at the property maps that these have got bought out, I believe by this property over here. So that, no one would ever, I don't know, I mean they have plans, but it's the same property owner that I believe. And there's just maybe two or three, four parcels that would need to be purchased. I think the rest of them are already bought out.

- How about in the middle of the wooded area? Is that a cul-de-sac in there?

- This thing? I think it's private residence off the park. Yeah, there's that one that, this is that upgrade here and there's a, I think it's like a fence. Like an automatic fence to get in there. It's a private residence. I think it's a nicer, single family compound I guess you could call it maybe.

- So all there, there's been an increase of children in this area?

- Dave, were there sidewalks in the area?

- No. No, there was some discussion of that on South Point prior to you being there, I think Alderman Tom Sladack was Alder at the time. And that all transpired from looking for an all-way stop here. And we did a more encompassing traffic study that involved looking at various things and the sidewalk study was part of that. But then the neighbors really didn't want anything to do with that. So kind of killed that. But you know, and our safe walking and bike plan, I know that we've got sidewalk, I believe that all South Point, both sides, West Point it's slated for it under improvement but it's, you know, it's just kind of there in the plan at this point in time.

- Okay, what is the pleasure of the commissioners on this particular issue?

- I'd make a motion to approve and change it to a stop sign.

- a one way stop?

- One way stop.

- Okay, it's been moved. Is there a second?

- I'll second.

- Okay. Is there any further discussion? All in favor signify by saying aye.

- Aye.

- Opposed nay? The aye has it

- Thank you. Appreciate it.

- All right, one more, one more, just thought to bring up something. The residents in that neighborhood can call our community police line and they can talk to Lieutenant Steve Mahoney. They can borrow a radar gun.

- It's a new program.

- Yeah, it's a new program, it just started up. They can borrow radar gun so they can get some ideas of what cars are actually doing on their roads. If they jot down like license plates and descriptions of the vehicles, we end up sending letters to people that are excessively over the limit and saying, Hey, you

were caught on radar on a side street, you know, 25 mile an hour zone. You know, just know that people are watching and you know, we just, sometimes, it's kids and it's good that the parents are getting these warning letters basically saying, hey, kid was caught speeding, you know, whatever. But we don't take any enforcement action based off of that because we don't have a sworn police officer witnessing it. But it is something that they can do, it's free. They just gotta call the community police and they can get some of that data so they could come with more data in terms of the speeds that the cars are actually going.

- Right. Appreciate that. Thank you Alder. Termination reports four through seven. Is there any ones that we need to take up independently? Dave?

- No.

- Satisfied?

- Four through seven are all interrelated, connected to that one request from Randy Scanol, the story by West Side School. So yeah, we haven't heard any issues from that side, see no reason not to approve them all. So reason to not approve them all.

- Is there a motion to approve?

- Motion to approve.

- Is there a second?

- Second.

- Second by Dan, all in favor signify by saying aye.

- [All] Aye.

- Opposed nay, the aye's have it. Temporary parking regulations ordinance update discussion.

- Yes, I was contacted by the law department relative to their review of the 90 day trial languages in our ordinances. So they had noticed that, well this is actually some proposal that they have right now. So this literally what you're seeing there is just a, a copy of, you know, 40-3, which really talks about traffic by commission. And you'll see there's an area here about temporary regulations. So the one thing that they have brought up is that the words not "to exceed 90 days" was something of concern to them. The reason that that was brought up was that they thought, well what happens if there's a meeting canceled, and then we actually have a group of parking regulations that it actually exceeds 90 days. Does that mean that there's kind of this gap here that it's kind of a free for all and it's unenforceable? That was their main question and I agreed with them. I said, you know, there's, I guess it's something that if you want to clarify it, just give us some proposal language. I'll run it by the traffic commissioners and we'll have a discussion on it. Obviously it's gonna be informal at this point and it's informational. There's no action being taken on this simply because they just wanted to get some feedback from commissioners on this, and then-

- So this is going to the city council?

- No, not at this point. Again, this is informational, it won't be reported out. Anything that's parking regulatory in nature relative to ordinance, minus kind of what we do here with this changing zones. Like for the parking division, like when they approve rates and things like that, that always goes to the Improvement Surface Commission or Committee. So their intention was to actually bring this through INS. But obviously wanted to have a discussion with each of you on this just to see if you had any questions or concerns on it. Maybe you're proposing some modifications to what they have, but they just wanted to get some feedback on this before they actually take it to INS.

- Is there any concern, questions, comments?

- Is the bold additions?

- Yeah, anything that is bold and underlined would be additions. And the strike through texts obviously goes away. So you're seeing, you know, a marked up version of this. But, so if you really look at the core of this, you know, it says trial periods not to exceed. So there's the same trial periods of 90 days. The commission shall reconsider some temporary regulations prior to the expiration of a 90 day period or at the first meeting practical thereafter. So that was really the only thing that I had added in there was this part.

- So if they need a 90 day period, then how can we talk about that before the 90 days? 'Cause you have it prior to the expiration.

- Right. I think the intention of that was say that we knew that a meeting would be cancelled if we wanted to shorten it by any means. I don't really see how or when we would really ever use that. 'Cause I think that the 90 days is more of a minimum in my opinion, just to really kind of get the feedback of people to really get used to it and see how things are really working. So that's why I, when Dave proposed this to me, I said we should probably put something in there that if we can't make that meeting, keep it enforceable up until this time that traffic commission can meet and then make a final-

- Yeah, that's reasonable.

- So and that's what this last statement says. Any such temporary regulation shall remain in effect until council takes action on the legislation to make temporary regulations permanent. So it comes to you and then it goes out on the council for the final adoption in general ordinance.

- It is just clarification language.

- At the end of the day, yeah, this is kind of-

- Clean up.

- It's clean up work.

- Do we need a motion?

- No.

- No, it's informational so intentionally we don't want a motion. Just again, looking for feedback and if you have anything, I can certainly relay it to our law department.

- Any comments?

- No, looks good.

- Okay, thank you Dave. I did have one thing I wanted to bring up. I mentioned before the meeting to a couple of you, is there any reason that we couldn't meet starting at five o'clock?

- Well, there's no reason, earlier-

- Would that be a problem with anybody? I mean we'll get you folks back home a half hour earlier. Doesn't bother me at all.

- I would like it, actually.

- Okay,

- I'd prefer it too.

- Okay. Can we have a motion to that effect?

- I'm just gonna go from work to here anyway, so.

- Yeah, exactly.

- I'll make a motion that we move all future meetings to 5:00PM.

- Okay.

- I will second it.

- There is a second. All in favor signify by saying aye.

- [All] Aye.

- Opposed nay, the aye's have it. Oh good, that won't interfere with my cocktail-

- So that'll start January 16th?

- Okay, next meeting is January 16th. We normally do not meet in December. Any business that we need to take up in December? No, okay.

- No, there isn't. And yeah, it's just for the newer commissioners, the reason that we cancel December is because it's typically the week of Christmas and there's a lot of people that are vacationing or taking time off with family and off of works. It just seems to work out better for everybody. So unless you guys really do want to meet, but there wasn't anything pressing or anything like that.

- Okay.

- Quick question for Dave. So since you guys started the traffic calming program, about how many applications do you think you've had?

- Oh, dozens.

- Dozens?

- Dozens.

- And not one of them has passed?

- What's that?

- And not one of them has met the criteria for traffic calming implementation?

- Correct.

- Okay, maybe it's time we take a look at that whole process.

- Yeah, maybe the thresholds are too high.

- Well the engineering thresholds for the speed are they're set by Federal Highway and other groups. That set those standards. But I think the process by which maybe needs to be looked at because if we're rejecting every single one of these, because our process says that we're rejecting them maybe it's the process that needs to be looked at. Just a thought. Because I applied for the program as a resident and there is some serious concern in my neighborhood that the project didn't go anywhere. Well, I had-

- I did the same thing on Short STreet.

- Yup, I had the support from the neighborhood, we had all our ducks in a row and unfortunately it just fizzled out. So maybe it's time that we take a look at that program, the process.

- Dave, could you send out the format of the calming procedure? I know there's a little, it's all booklet or something, isn't there?

- It's online.

- It's online? Okay, where would you go online to get that?

- I'll show you.

- Yeah, I went through the same process and we got turned down.

- Yeah, I'm curious at what stage these projects are falling short.

- Well, that's a good point Dan.

- So as a commissioner you wanna put it on agenda?

- Yeah, maybe for the January meeting we can have an item included to at least have a review or a summary of-

- Discussion item?

- Yeah.

- Yeah why don't we do that Dave? I think that's a great idea.

- Confirming- just so we have formal process, can someone just email it to me?

- Sure.

- So we have wording.

- He has the email.

- You want some wording on it?

- Yeah, just so I know exactly what you're looking for. It's your request, so just email it to me.

- Okay sure, I'll come up with some rough language

- Okay, great.

- And let me just double check with Cels. I know that Cels usually writes all the requests going through the clerk's office, so you can just give that to me and then I can probably just forward it to her and she can get it on is my presumption. But anyway, so it's all I did is I just went to the city's website. I went neighbor traffic calming or just traffic calming and you'll see all the links to it. So this is the generic page that goes through the policy and measures and here's the links to the various, like you can actually go bring up the policy itself. You can see it's had a number of, it was adopted in 2007, and it went through three revisions the latest in 2019. So you can go through here, you'll see the flow chart that'll show starting with the report concern. So this is kind of what I was verbalizing to earlier, but in flow chart format.

- So did your department draft this policy?

- I drafted it.

- You did?

- Yeah, I researched back in, when I first started here, you know, there was obviously a lot of complaints. I mean, they haven't really gone away. I mean, it's a consistent complaint by residents.

And it was my concept to then director Carl Weber that we implement a program like this. There was a little bit of hesitation, I think, on how we would do it and the way to go about it. But I remained consistent in asking and eventually he's like, well, let's go ahead and bring it through Improvement Service Committee. And so I presented to them, gave them a draft of it, they came back with a few revisions, questions were answered and things like that. And eventually we brought it through, brought it back to them a second time and they approved, then it went to council. And that's, so we had the program. It's been in place now, I guess 2007, it's been in place for 15 years.

- Yeah, so.

- Everything that that you need is really out there. You know, please take a look at it. So you said it's been 15 years, so maybe there are some things that can be changed. And then you never know, things have changed.

- Getting to what Dan alluded to a second ago are the thresholds mandated by the state or federal governments or they something that we developed?

- I put those in as recommendations into it based off of what I thought was the most common thresholds that I found from other programs. I really looked at a lot. I probably looked at seven or eight different programs.

- A best practice.

- Yeah, from around the country. You know, I'm a member of ITE, and you know, I go to the annual meeting and I remember talking with some various agencies, whether it be, I was trying to stick some municipal people, but Madison too had one. And so I really did my research on what other people were doing to really format this proposal back in 2007. So the thresholds themselves, I mean, there isn't necessarily like the MUTCD is not, they don't establish a threshold for traffic calming. The MUTCD is actually quite silent on traffic measures themselves. It's more or less gonna be from ASHTO practice on what would be safe design of such appearances. But when it actually comes down to the thresholds, you know, I guess that to me it's up for debate. I would obviously try to found it in some sort of engineering practice, obviously. Not just pick a number and whatever. I mean, obviously you don't want it too low, then all of a sudden we're gonna be in a budgetary crisis going, how the heck are we gonna fund all these things? So, you know, I would recommend that on looking at this document try to answer those questions that I've had over the years of, how can we fund such a program. I think that that is going to make or break something like this. Because if I interpret what's out there right now, I think this would be something that potentially you're looking at the actual residents participating in costs. So to say that speed bumps or speed humps on a road would cost $7,000 or something like that. It's my interpretation at least on how this thing is put together that there would be some responsibility to those people that, you know, it's kinda like sidewalks, you know. I mean there's not a assessment rate, but we would come up with a cost. We probably would expect some contribution. So that being said, is that the way to go about it? Is this something that really we should be planning for and having this, you know, be kind of a core service of the city? Or is this something above and beyond a core service? To me that is where I think the success or failure, any sort of changes that is gonna happen.

- But the bottom line is you don't want to get the thresholds too low, but you don't want to make 'em impossible either. And it seems that maybe we're at the impossible state if nobody's been able to pass

the mustard care.

- Right, it is, I don't wanna say it's difficult to surpass them, but I mean, 32 miles an hour is pretty fast on a 25. And to get a high number of people to do that, I think it doesn't happen. I think when people are complaining about these things, myself included, when I see it, it's not that we're seeing consistently high speeds, it's that you're seeing the outliers and that's what the 95th percentile speed goes for. So if it exceeds 35, that's that 5% of people just doing what the heck they want to do. And going through there without any regard that. So, you know, I think the research into looking at the thresholds would include A, doing another survey looking at what other programs, especially ones that are more recently adopted, find out what their thresholds are. And number two, I would probably look a little bit closer at some of the research that's happened in the last 15 years relative to pedestrian deaths as compared to speed. And I know that there's tables out there that talk about that. So I would say, you know, an area that doesn't have sidewalk, maybe they have lower thresholds than an area that does have sidewalk. 'Cause at least there's some level of protection for the pedestrian in the sidewalk area versus everyone in the street wintertime you got snowbanks all over the place and then these people that are walking, I mean they're, how many people have dogs? I mean a lot of people have dogs. There's people that walk the streets all over the place. And you know, Jesse knows that, I live in his district and I'm in an area where there's no sidewalk and I see it all the time. So again, this is just my cursory opinion that potentially any revisions of the program should factor in something of the presence of sidewalk or not. I think that it, that does, that definitely could increase the potential for any pedestrian safety, injury or fatalities.

- Okay, couple of questions. I got a couple questions.

- Yeah, Dennis? Snow covered streets. If somebody's not familiar with the street, is there another way that they would know that there's a speed hump there? If they're approaching, it's snowing out, there's snow on the street, are they gonna hit the speed hump without enough warning that it's there? Or they put up signs saying speed hump ahead?

- We sign it, yeah. There's warning signs they, you know, so your standard diamond black on yellow sign it says speed control humps, and we'll put them at whatever that distance would be, probably 200 feet in advance of them. And then at the location itself, you'll see we kind of do this tiger marking, tiger tooth marking that goes in advance. And then at the hump itself, and it's mainly for our plow drivers, we actually will put like a C channel post with the reflector on it. So they have the warning, they'll know exactly where they are. So yeah, it's not that we wouldn't warn people, people know they're there and obviously if they have issues and you know, I mean you can, if you want some interesting viewing, just go to YouTube and start researching some of the people with ring cameras that post speed hump videos and people that disregard them. And you'll see exactly what happens. I think people will learn very quickly that the street is calmed and not to do that again. But there's one in particular that I watch, I mean this just, these people actually, it's a pair of residents. They live right next door to each other. So one will get it and then the other one will get, it's always two of them and they have like, episode 29 and you know, I mean they make a whole big deal out of it on their channel. But yeah, I, you know, and I don't know, I didn't look up where that street is, but when I looked at it, it kind of looked like it might have been a street that maybe, I don't wanna say shouldn't have been calmed, again, I don't know all the facts, but it looked more like a collector street. And you'll know when you read that, that collector streets are not included in this program and there's a reason for that. So when you watch those ring videos, you don't have a lot of that. Collectors typically allow higher speed limit, so you don't want to put 'em in a location that might kind of, I don't wanna say trick

people, but you know, I mean you don't want to create a safety problem at the same time.

- Right. But I can also agree with you on the, when there are traffic complaints that come in, we often will put out those speed board trailers, which by the way, I forgot to mention, we did get two brand new speed board trailers with grant money. And we also, I also just got one donated to us. It's a used one from Mitchell Airport out in Milwaukee, but a guy bought it at government auction, and it's older and so we're gonna redo some things on it to make it more upgraded so we can get data, collect data off of it. But that one was donated to us for free, so that was pretty nice. But we do put the boards out there and we collect the same kind of information that you just mentioned, that the speeders, anything, you know, we can set it to whatever thresholds we want. And there's very few cars hitting those threshold speeds of, you know, 32 or more, 34, 36, whatever. There's not a whole lot of 'em. And I think people when they, when they see cars going by at the normal speed, it doesn't even register to them when they see one car going by speeding, it's their perception is that all these cars are speeding, when in reality it's very few, but it's the memorable ones that stick out in their mind. But our data, our data would reflect his almost exactly. That there's very few cars when we put out the speed boards and collect all the data that's on there. It tells 'em how many.

- I will disagree with you, and I will disagree respectfully that a speed board is a behavioral change tool. If you want true speeds, put out speed tubes that are not noticeable and those will collect the actual speed that people typically will drive that road in.

- But we can also have the speed reports collecting data before they're, they're even in sight.

- Before the number flashes and-

- Yep, it'll catch, it'll mark speed of cars traveling the other direction away from them. So if it's aiming this way, cars are going that way. It'll collect data from cars that don't know that they're having the data collected on them. And they'll also, we can set the distance that we want to collect so we can get the data before they even come up to the speed board.

- That's probably more accurate.

- Yup.

- Yup.

- They are used as a deterrent tool, I agree, Dan on that. But yeah, that's a great point because the one measure that you'll get from some of those reports is measures of effectiveness. Like is this board being effective as in, it's catching the speed before it display. So let's just say someone's going 32, and if it sees a reduction in that, that's going success, yes, it's doing its job. So you know, it is used as a speed deterrent tool. Correct, but there is some valuable information to get out of it at the same time. But to your point, Dan, the reason why it's part of this program we use the tubes is that we don't want to deter, defect. We, you know, we understand it happens, and that's why we go incognito. You know, most people and they see a road tube out there, they just go, oh, they're just counting traffic, how many people are on this street. But there's so many things that, we can get so much data off of the arrays that we use. So yeah, it's the best way to do it. You want to, and that's why like, you know, sometimes too, you know, there's different types of methods of collection and the one that you were talking about with the, you know, the radar guns, so laser guns, that's actually probably the most accurate way to do it

because you want to get people just really quick, and then just go off of it. And you know, I don't know how many people really use any speed detectors anymore. I mean that was kind of a big thing when I was growing up. And then, you know, then they got the laser detectors, they had the X band, the K band, all these, you know, different bands. And I'll be honest with you, I don't, I haven't been in someone's car that's had one of them. I don't think they're that popular anymore.

- I can't even tell you the last time I saw one, 20 years maybe?

- Yeah, buzz busters.

- Buzz buster, right.

- Is there a motion to adjourn?

- Okay, Evan second, all in favor say aye.

- [All] Aye. Have a great Thanksgiving and a great Christmas, everyone.

- You too.