



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, MARCH 20, 2023, 5:00 PM

In person at City Hall, Room 310.

Virtual attendance also available via Zoom.

A. Zoom Meeting Information.

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.

C. Approval of the Agenda.

1. Approval of the Monday, March 20, 2023 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

1. Approval of the Monday, January 16, 2023 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

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)
2. *Initial Request:* Consideration with possible action on the request by Ald. Scannell on behalf of Pomp's Tire to establish a disabled parking zone on the east side of Roosevelt Street between Main Street and Cedar Street. (Ald. Scannell - District 7)
3. *Initial Request:* Consideration with possible action on the request by Department of Public Works to change the NO PARKING zone to a 4-HOUR (7:00 AM-5:00 PM Monday-Friday) PARKING on the west side of South Adams Street across from the Green Bay Water Utility campus.
4. *Termination of 90-Day Trial:* Remove the I-WAY YIELD condition on Lafayette Drive at

Candle Way.

5. *Termination of 90-Day Trial:* Establish a I-WAY STOP condition on Lafayette Drive at Candle Way.

F. Informational.

1. Request by Ald. Stevens for a report on traffic enforcement activities. (Ald. Stevens – District 5)
2. Next Meeting: Monday, April 17, 2023.

G. Public Hearings.

H. Adjournment.

1. Adjournment of the Monday, March 20, 2023 Traffic, Bicycle, and Pedestrian Commission meeting.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov
- 2) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) QUORUM: Please take notice that a majority or quorum of the Common Council will attend this Traffic, Bicycle, & Pedestrian Commission meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, JANUARY 16, 2023, 5:00 PM

In person at City Hall, Room 310.

Virtual attendance also available via Zoom.

A. ZOOM MEETING INFORMATION.

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

B. ROLL CALL.

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

Present and Not Voting (except election): Dan Theno

Present and Voting: Kasha Huntowski, Craig Stevens (left at 5:58 PM), Stephen Larsen, Tom Buchmann, Patrick Sorelle (virtual) and Dan Teaters

Absent: None

Others Present: Ald. Mark Steuer, Resident Kathleen Wolfgram, Traffic Engineer and Recording Secretary David Hansen, and DPW Supervisor Elizabeth Nadolski Spears and Administrative Clerk Lisa Wilinski

C. APPROVAL OF THE AGENDA.

I. Approval of the Monday, January 16, 2023 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Kasha Huntowski, seconded by Dan Teaters to approve the Monday, January 16, 2023 Traffic, Bicycle and Pedestrian Commission meeting agenda as amended moving Item E.7 before Item E.5.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Patrick Sorelle, Tom Buchmann, Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

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

Moved by Craig Stevens, seconded by Dan Teaters to approve of the Monday, November 21, 2022 Traffic, Bicycle and Pedestrian Commission meeting minutes.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Patrick Sorelle, Tom Buchmann, Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

E. REGULAR BUSINESS.

I. *General Business*: Annual election of Chair and Vice Chair.

Ald. Stevens proceeded over the election per the request of Chair Theno.

Moved by Kasha Huntowski to nominate Dan Theno as Chair.

Yes - Craig Stevens, Dan Teaters, Kasha Huntowski, Patrick Sorelle, Tom Buchmann, Stephen Larsen

No: None

Abstain: Dan Theno

Voice vote. Motion carried.

Moved by Dan Theno to nominate Kasha Huntowski as Vice Chair.

Yes - Craig Stevens, Dan Teaters, Patrick Sorelle, Tom Buchmann, Stephen Larsen

No: None

Abstain: Kasha Huntowski

Voice vote. Motion carried.

2. *General Business*: Report by the Police Department of the 2022 4th quarter serious injury and fatal crashes. (All Alders)

Moved by Craig Stevens, seconded by Dan Teaters to receive and place on file the report by the Police Department of the 2022 4th quarter serious injury and fatal crashes.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Patrick Sorelle, Tom Buchmann, Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

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

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

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

Voice vote. Motion carried.

4. *Initial Request*: Consideration with possible action on the request by Ald. Galvin on behalf of constituent Kathleen Wolfgram who would like to address the Commission about an incident in which she was issued a parking ticket while assisting her mother out of her car and into her condo in the 100 block of Cherry Street. (Ald. Galvin - District 4)

Moved by Craig Stevens, seconded by Tom Buchmann to open the floor for discussion.

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

Voice vote. Motion carried.

Resident Kathleen Wolfgram spoke.

Moved by Kasha Huntowski, seconded by Craig Stevens to close the floor.

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

Voice vote. Motion carried.

Moved by Dan Teaters, seconded by Kasha Huntowski for staff to draft a letter to the Riverfront Loft Condominium Association detailing the alley is the appropriate drop off/pick up location for residents and guests.

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

Voice vote. Motion carried.

5. *Initial Request*: Consideration with possible action on the request by the Traffic Engineer on behalf of the Green Bay Area Public Schools to establish a NO PARKING BUS LOADING ONLY 7 AM TO 2:30 PM SCHOOL DAYS zone on the west side of Chestnut Avenue from a point 70 feet north of Dousman Street to a point 290 feet north of Dousman Street. (Ald. Scannell – District 7)

Moved by Tom Buchmann, seconded by Kasha Huntowski, that on a 90-day trial, to:

- A. Remove the NO PARKING zone on the west side of Chestnut Avenue from the cul-de-sac south of Dousman Street to James Street.
- B. Establish a NO PARKING zone on the west side of Chestnut Avenue from the cul-de-sac south of Dousman Street to a point 70 feet north of Dousman Street.
- C. Establish a NO PARKING BUS LOADING ONLY 7 AM TO 2:30 PM SCHOOL DAYS zone on the west side of Chestnut Avenue from a point 70 feet north of Dousman Street to a point 290 feet north of Dousman Street.
- D. Establish a NO PARKING zone on the west side of Chestnut Avenue from a point 290 feet north of Dousman Street to James Street.

Yes: Dan Teaters, Kasha Huntowski, Patrick Sorelle, Tom Buchmann, Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

6. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to change the NO PARKING 15-MINUTE LOADING zone on the south side of Cherry Street between Washington Street and Cherry Street to metered parking. (Ald. Johnson - District 9)

Moved by Kasha Huntowski, seconded by Stephen Larsen, that on a 90 day trial, to:

- A. Remove the NO PARKING zone on the south side of Cherry Street from Washington Street to a point 55 feet east of Washington Street.
- B. Remove the NO PARKING zone on the south side of Cherry Street from a point 130 feet east of Washington Street to a point 220 feet east of Washington Street.
- C. Remove the NO PARKING 15 MINUTE LOADING 7 AM TO 7 PM zone on the south side of Cherry Street from a point 50 feet west of Adams Street to a point 150 feet west of Adams Street.
- D. Establish a NO PARKING zone on the south side of Cherry Street from Washington Street to a point 205 feet east of Washington Street.
- E. Establish a metered parking zone on the south side of Cherry Street from Washington Street to Adams Street.

Yes: Dan Teaters, Kasha Huntowski, Patrick Sorelle, Tom Buchmann, Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

7. *Initial Request:* Consideration with possible action on the request to change the TWO-WAY STOP

condition on Westfield Avenue at Murphy Drive to a TWO-WAY YIELD condition. (Ald. Steuer - District 10)

Moved by Kasha Huntowski, seconded by Stephen Larsen, that on a 90-day trial, to:

A. Remove the TWO-WAY STOP condition on Westfield Avenue at Murphy Drive.

B. Establish a TWO-WAY YIELD condition on Westfield Avenue at Murphy Drive.

Yes: Craig Stevens, Dan Teaters, Kasha Huntowski, Patrick Sorelle, Tom Buchmann, Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

F. INFORMATIONAL.

I. *Next Meeting:* Monday, February 20, 2023.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

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

Yes: Dan Teaters, Kasha Huntowski, Patrick Sorelle, Tom Buchmann, Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

VERBATIM MINUTES

- Okay, I'll call the January session-

- [Automated Voice] Recording in progress.

- Are we ready?

- Yes.

- That's fair.

- I'll call the January 16th meeting of the Traffic, Bicycle, and Pedestrian Commission to order. Is there a motion to, let's see, approve, well, first of all, the roll call. We're missing Patrick. Patrick is not here.

- No, he's here.
- Patrick is virtual.
- We got everybody here.
- Oh, hi Patrick.
- [Patrick] Hello.
- Okay, please note that all members are present. Approval of the agenda for today's meeting. Is there a motion?
- Motion.
- With an addition. Excuse me.
- Oh, yeah, I needed to add in a report.
- Item two will add the quarterly fatal and what is it called?
- Fatal and injury report.
- Fatal and injury report to item number two. With that change?
- I approve, make a motion.
- Kasha moves. Is there second?
- Second.
- There's the second. All in favor say, "Aye."
- [Commissioners] Aye.
- Opposed, "Nay." The ayes have it. Item D, approval of the November 21st minutes. Is there a motion to approve?
- Motion to approve.
- Second.
- Moved and seconded. Any questions? All in favor signify by saying, "Aye."
- [Commissioners] Aye.
- Opposed, "Nay." The ayes have it. You were sent the, I don't know what we would call it, the standard operating procedures or bylaws of the commission. We actually, it was really the leadership of Alder Stevens, but we put this together just this past year, had ran it through the legal department, ran it through the city council, and I think we were probably the first board or commission to have such a document like this. So it kind of outlines how we operate. And one of the things we need to do at the first meeting after the first of the year is to elect a chair and vice chair. I'm gonna turn the

meeting over to Alder Stevens, who is ineligible to be either. Alder Stevens?

- Thank you. All right, so regular business number one is the annual election of chair and vice chair. And do I have any nominations for chair?

- I nominate Dan Theno.

- Any other nominations? Do I have any other nominations? If not, we have one nomination, so it looks like it goes to-

- Motion will be to close nominations and cast a unanimous ballot.

- Okay, same thing you said, so.

- Okay.

- Congratulations.

- All right, gotta take the vote. All in favor?

- All in favor?

- [Commissioners] Aye.

- All right, the ayes have it. On to vice chair. Do I have any nominations for vice chair?

- I would nominate Kasha.

- Do I have any other nominations for chair? If not, nominations are closed. Congratulations.

- Take a vote?

- A vote. All in favor?

- [Commissioners] Aye.

- The ayes have it.

- Okay.

- Congratulations, Kasha.

- Thank you, Kasha. Thank you, Alder Stevens, for performing that. Item two, report of the police department on the fourth quarter serious injury and again, the quarterly fatality and injury report.

- All of our major incidents happened in October of this quarter. We had the two fatalities that we've mentioned in the previous meeting in November. First one was at, first one is a major injury. The person did not die. That is at Webster and Crooks on 10/13 of '22 at 10:03 PM. Vehicle was traveling southbound on Webster. Pedestrian was crossing in the middle of the street. The pedestrian was a 55-year-old homeless man in Green Bay. He suffered life-threatening injuries, was rushed to the hospital. It was a hit-and-run accident. There was video of the accident from surveillance cameras from people's houses in the area. We put out reports to the public asking for their help in identifying

the driver or the vehicle. We have received nothing that has substantiated any evidence to go forward with the investigation. So at this point, unless other information comes forward, the investigation's closed without identifying the driver or the vehicle. As of December 5th, the victim was in the hospital in Milwaukee. He had gone through 10 surgeries and suffered brain damage from the accident. The extent of the brain damage is unknown. The first fatality we had in this quarter was on October 27th at Mather and Harrison. At approximately 7:03 PM on the 27th, a pickup truck driven by a 26-year-old Green Bay man struck a 70-year-old Green Bay man that was crossing the street as a pedestrian. He suffered a fatal head wound at the scene. The driver was cited for failure to yield to a pedestrian at an uncontrolled intersection. Speed and alcohol did not appear to be a factor in this accident. It was a dark night and a dark area of the road. The final one that I'm gonna speak about tonight occurred on October 30th at Mason and Oneida at 7:40 PM. At that time, a Toyota Corolla was racing another vehicle eastbound on Mason approaching Oneida Street. As they approached a red light on Oneida Street, the Corolla ignored the red light and proceeded through the intersection, striking a northbound car that was just pulling forward from the green light. The collision sent the Corolla out of control, striking a sign in the median, causing the left side of the car to strike a traveling westbound vehicle on Mason. The Corolla continued to spin out of control, came to arrest a full block east at Redwood Drive. The driver was a 15-year-old female that fled the scene on foot with her friend, jumped into the other car that they were racing with and left the scene. They left their friend, a 17-year-old Milwaukee male, dead in the backseat of the Corolla. He died as a result of the severe impact. We put out a media release quickly and the driver was identified through social media. She was taken into custody the following day, and she's being charged for homicide by negligent use of a motor vehicle. The investigation revealed that the vehicle was traveling 106 miles an hour less than two seconds before the impact, which is three times the 35-mile-an-hour speed limit in that area.

- Has she gone to trial yet?

- No, that's gonna take, it's gonna take months before... They're in discovery phase right now, so...

- That really hit the news media. That was a horrific situation.

- And there was really nothing that could have been done to prevent it other than her actions. So there's nothing, nothing with the road, nothing with law enforcement that we could have done to stop that incident from happening other than her deciding not to be racing another vehicle at that time.

- Any questions of the Lieutenant?

- Lieutenant, there was a bad accident over at our favorite intersection over at Mason and Packerland on the weekend.

- Just this last weekend?

- Yep.

- Oh, I don't, this report's only from the last quarter.

- Last quarter.

- So it would end at the end of the year. I haven't looked at any of the accidents from this quarter yet.

- So there was a bad accident this weekend?

- Yep. Yeah, I was over at Southwest for my son's swim meet, and cop cars had the road blocked and it was, yeah, looking pretty bad. I didn't go past the actual accident. I just saw the firetrucks and all the police cones in the intersection and such, so...

- Yeah, it's one of those intersections that when you see the lights everywhere, you're like, "All right, I'm going around." And it's just a bad intersection.

- Yeah. That's scheduled for redoing, isn't it?

- There is an improvement project that the county is heading up. Correct

- Yeah. Wow.

- Yeah, it's taking place this summer.

- Okay.

- Chair, I'll make a motion to receive and place on file.

- Is there a second?

- I'll second.

- All in favor signify the saying, "Aye."

- [Commissioners] Aye.

- Opposed, "Nay." The ayes have it. You wanna take the other report?

- Sure. Traffic safety plan. In December, we had a total of 305 accidents, no fatalities. 55 of those were hit and runs and 18 injury accidents. Nothing severe enough to require a traffic reconstruction team. Let's see. We had 23 OWI arrests in the month of December. Warnings and citations, 545 citations, 481 warnings for various traffic incidents, and 496 traffic stops total for the month of December. We have increased the number of alcohol enforcement starting in January. Now that Packer season's over with, it's easier to schedule those and get the officers to sign up for them as they don't have the Packer games to be dealing with. So there's gonna be five local law enforcement, alcohol enforcement in Green Bay, along with two OWI task force and two Click It or Ticket enforcements in the county. If you look at the fourth page of that, we put up a speed board, one of our new speed boards that we got. We put it up on Mason Street on the bridge at about Madison to kind of get an idea of the vehicle, 'cause it records all the data for anybody that's not familiar with how those work. It records all the data on the vehicles driving through that area, and it runs off of rechargeable batteries that have a solar panel, so we can collect data 24 hours a day. It collects the data from a distance. Before the people even see that the board is there, it's already collecting their data. It also records if the vehicle does an immediate braking action or something like that, that we can also look into that data so we can determine if people are noticing the speed boards and then pressing on the brakes in order to avoid getting caught with a higher speed, but we've already recorded their speed by that point. So the average number of vehicles an hour is 402. A majority of those are in the low-risk category, 269. But we'd like to see more in the compliant category, people that are obeying the speed limit. So we do know that there is a low risk, which is 1 to 10 above the limit is about where the majority of people are driving. There are three high risk per hour average,

and high risk is 20 miles an hour or above, which would be, on the bridge, I believe it's 35, so that'd be 55 miles an hour or faster. So that is an area that we want to focus on is the Mason Street Bridge. And we have two new traffic officers coming into the unit, starting, they just started Sunday. So...

- Into the traffic enforcement, yeah?

- Yes.

- Oh good. Well, you're still low, though. You're what, at six?

- No, we're at three. We're-

- I thought they had-

- We have four. No, we have four. Two on day shift and two on afternoon shift. One on day shift has been out for an extended period of time, one is about to retire in a couple of weeks.

- But you're authorized six.

- No, I think we're authorized four.

- Just four?

- Yeah. I believe four. And the two that are coming in, one is replacing one that was promoted to sergeant, and the second one is going to be getting a K-9 within the next month or two. So those two are gonna be replaced and then we'll have a third one replaced when that other one retires, so...

- Hmm. So it's gonna be full again.

- Well, there's gonna be new guys in there, so new blood. We'll get 'em all trained up and get some heavy enforcement the next month or two. Hopefully increase the enforcement. So...

- Okay. Any questions? Okay. Is there a motion?

- Motion to receive and place on file.

- Motion to receive and place on file by the alder. Is there a second?

- I'll second.

- Second by Commissioner Teaters. All in favor of signify by saying, "Aye."

- [Commissioners] Aye.

- Opposed, "Nay." The ayes have it. I was remiss. I should have done this at the beginning of the meeting. We have a new member of the commission, Steve Larsen. Let's take a minute, and Steve, introduce yourself.

- Oh, well I'm a civilian in town. Graduated from Ashwaubenon in 2009. Ashwaubenon High school, obviously. Yeah, I work in the area. Currently I'm over at Technology Architects. We're MSP in the area. I'm a computer nerd. I'm hearing a lot of things so far that my first reaction is there's a lot of data here that could be useful. It's, yeah. So anyway. Yeah, there's no way to put it. I'm a tech guy, so

if you have questions, I'm available.

- You're gonna be my best friend. Right, Dave?

- Mm hmm.

- I'm the farthest from being a techie, believe me.

- Okay. Yeah, no. You ever have any questions, fire away. I mean, you got my email, so.

- We could've used you during COVID, right?

- Yes. Virtual. Virtual meetings. Oh, did I hate those.

- Yep, that's a part of the reason why I got this interim and now as their demand for it was very well-needed around here. So, that's what I have done, so.

- Great. Well, welcome to the commission.

- Yep. I do apologize. I know I missed the meeting on, this was the what, that Monday in November? I got the meeting a couple days prior and I wasn't able to get off for work in time. So I did re-watch it, and yeah, it was, it seemed interesting. So, it wasn't anywhere near as boring as it was originally, so.

- Well, like I said in my email, some of the things we do are mundane, but they're all very important.

- Yep. Yeah. No, it's-

- Well, welcome.

- Yeah. I'm happy to be here.

- Yeah, you'll enjoy it. Thank you. Initial request, consideration of possible action under request by Alderman Galvin on behalf of constituent Kathleen Wolfram, who would like to address the commission about an incident in which she was issued a parking ticket while assisting her mother out of the car to her condo in the 100 block of Cherry Street. Are you Kathleen?

- Yes. Kathleen.

- Okay. Is there a motion to open the floor?

- Motion to open the floor.

- Where would you like me to be?

- Oh, come on. Just sit down. We're pretty informal. Motion, all in favor signify by saying, "Aye."

- [Commissioners] Aye.

- Opposed, "Nay." The ayes have it.

- Again, who seconded?

- I did.

- Thank you.

- Kathleen. Thank you.

- Well, I just wanna start by thanking you for letting me take a few minutes to talk to you. After hearing some of the police reports and some of the other serious issues, I know that this is relatively small and yet I know that you're here because you care about all the residents in the community, and I recognize that your number one responsibility is for safe traffic patterns, efficient traffic patterns and all of that. But, so I'll just, as was briefly mentioned, I live at 725 South Roosevelt. If you want to talk about a really bad intersection that there have been deaths there, it's Mason and my street. Really terrible. But anyway, so the experience that I had was back in August, just this past August. And, but the, it's the block on Cherry. My mother lives in the condo at 101 Cherry Street, which is just between that little street on Cherry between Washington Street and the Fox River Boardwalk at the river. And it's the only residence there. There's a bar at the corner and there's the office, Nicolet across the street, but it's the only residence. The main exit and entrance is right there on Cherry Street. That's where they come in and out. There are 26 units in the building. My sister and brother-in-law own a condo there also. But what a couple of things that are true is that I think all of the residents have underground parking and that is primarily how they get in and out. They drive in and out. But it's also true that my mother is turning 90 next month. And so thankfully she is well enough to drive most of the time herself, but she also has many friends who won't drive at night. She has to go for injections for her eyes for macular degeneration, so she can't drive for those appointments, and some other things, health issues. But just in general, I'm sure that she's not alone. There are many people that need to take an Uber someplace. Maybe it's to the airport, maybe it's just even for, you know, social engagements and they're not the one driving. So this is what happened, briefly. My sister called and said that my sister and mom were going to go to a shop and I asked if I could go along. Since it was beyond their place, I asked if I could just pick them up. So I went, stopped in front of their door, they were already outside, which is how we always do it. They got in my car and I drove away, an hour later, came back, it's now like 11:30 in the morning. Same thing, they got out of the car, went in there, were going to go in the entrance. This time, the car's always running when I'm there, but I got out and hugged my mom 'cause she was going away for a few days. So I got back in, turned around, drove home, and three days later in the mail comes a parking citation for \$42, something.

- Oof.

- And there's nothing, I said, "Well, that's impossible. Where did I get a parking violation?" You know, 'cause I really believe in obeying the laws. If I park someplace by a meter and I take my chances and I get a parking ticket, I pay it 'cause that's what you should do. But finally we figured out that this is what it was. Well, so long and the short of it is it, took, well, there were a few things that were rather annoying. One of which is that I was told that the, I don't know what they're called, the people that give the tickets, no longer have to go up and manually put, physically put a ticket on your vehicle because there's conflict or something. So down, so, you know, I'm near the river there, at the end of it. Up at Washington Street, they snapped pictures there, two pictures that eventually we found, were able to find on the site. And it shows my sister standing next to me saying goodbye. And so anyway, it was probably, I dunno, two minutes, three minutes, something like that, that I was there. So long and the short of it is that a few years ago, anyway, there was, near Washington Street, there was a no parking 15-minute drop off sign. Well, I don't know what happened to that. Maybe the commission knows. Maybe people were not adhering to it and they got tired of having to give tickets. I would probably guess that was it. But there is no parking anywhere on either side of the street. And so in my, I've paid, well, I didn't pay the whole fine. I contested it. I had my meeting with the city

attorney, which is, I don't really understand why this has to happen for a city attorney to spend time talking about parking tickets. But anyway, the attorney would not, we talked a very long time, would not give up or whatever it is. I had to pay, she reduced it to \$5 because I was in the wrong, I committed an offense, because the sign there says "no stopping or standing." That's what the sign says now. And then everywhere else on those two sides is no parking. So my concern is, as I've already stated, this does not seem right, that if you live in a building, and especially that there could be, I think there is somebody in a wheelchair there. If at any time this could change for my mom, that she could no longer drive. And I just don't think this it is right, that a person there cannot be picked up. If it can't be right there and where the door is because there is a fire hydrant there, I understand that. Then somewhere, either on the north side of the street or across the street on the south side, it seems that just like at the Brown County office where I drop off my husband and pick him up, there is a "no parking 15 minute drop off" sign, and people come and go all the time there and it works very well. And it seems like in the very least, that should be there on this street. So that's the main request, I guess. And I don't know if this is something, especially with the, you know, I brought up that it seems there should be some provision for handicap. And I was told that, "No, that has to be through the condo association," putting in a request to not sure where, and they have to pay money to make that happen. But I don't know. The attorney's suggestion to me to pick up my mom, which is, you know, pretty frequently, is that I pull in the alley right next door, even though it's one way going the opposite way. I said, "That doesn't seem right." Well, that's the suggestion. So, okay, but to ask a 90-year-old person who lives there to walk down in any kind of weather to Washington Street does not seem right. So that is the, I know it's relatively small compared to some of these other issues, but that's the main thing. I guess the other part, but you probably do not have anything to do with the way that this goes on with issuing tickets, collecting. But I will tell you that as a law abiding citizen, it really was very upsetting the way that the correspondence came to me. Very demeaning, really harsh. like I committed like one of these crimes that I just heard about it. It was, I don't think that anybody in this room or in this community wants residents to feel this way for law abiding citizens. I really think the tone should be different.

- Of the letter?

- Of all of it. The whole, every step of the way. Because I think that you have, you're allowed to contest, so but even that you should, it should be treated very respectfully. And I just, yeah, I just think the correspondence. First of all, the ticket arrived, I think it happened on a Monday. The ticket arrived Thursday in my mail, later in the day. It said it had to be paid by Friday or Saturday, I think. So I went Friday at 12:30 PM to not to pay it, 'cause I wasn't gonna pay it. At that point I said they could take me to jail. I was not very, I was a little riled up. But anyway, to get some papers to contest it. Then I found out that the city hall was closed at 11:30 on Fridays in the summer. And oh, I was not a happy camper, but that's okay. So that alone, you can't get a ticket in the mail saying it's to be due on Saturday late on Thursday. And that to me right there, that's not right. Or else you pay this. Or else you pay this.

- The timeframe.

- Timeframe, yeah. And just the wording of it. I mean, I understand there's probably tons and tons of unpaid tickets, but to make any person feel like it's just a gimme, like I'm going to, from down at the corner, snap pictures of you from behind the car, as opposed to coming where I could explain and I'm here for two minutes and I'm dropping her off. And the person, he or she could say, "Could you drop them off maybe away from the fire hydrant?" I don't know. It said no stopping or standing. I understand that. But there's no place else. And one of the other issues, just lastly, is probably 20, 25 times in the summer, the city of Green Bay must give special permission to completely fill up the entire block in front of the fire hydrant, in front of even the parking garage entrance, with all kinds of vehicles for all kinds of special festivals, marathons, the music nights, the Wednesday night lunch, it's

gotta be 25 times in the summer. And they fill it up for the entire morning or afternoon, sometimes the entire day. That does not seem right, that we can't have a drop off 15 minutes, but that can happen, because clearly that could be a fire hazard if there was, I'm assuming, if there was a fire and fire department can't get in there. And so I guess that there's special permits, that you get special permission. But I think residents that live in a building pay the kind of taxes that they pay right there should have the, I don't know, the privilege of drop off and pick up.

- Okay.

- That's that.

- I did talk to, oh, go ahead, sir.

- I just want a clarification. So this is kind of unique for all of us, this, so, and the communication's not very clear. So are you asking us to possibly,

- Oh, sorry.

- No, not you. Alder Galvin wrote it. So are you asking this commission to possibly look at the signage and have it changed?

- Yes.

- Okay.

- Yeah, I mean, I still paid \$5. It wasn't a money thing. I mean, I'd have paid \$42. I'd have paid more than that probably if there was a parking ticket or something else I did. But it was just the point of it. So yes, what I'm asking is to that it be considered to put, I think that's what the sign was when my mom bought the building, and then all of a sudden it disappeared. And my sister and brother-in-law who are pretty involved in the association don't remember why or how it got removed, but I'm sure that it's somewhere in some minutes. But I don't think that's right. I think somewhere on one side or the other, there should be a, even if it's a very, you know, for one car, which is what it used to be, just one car space, 15-minute no parking, which implies your car's still running. You know, somebody's coming to pick you up or drop you off.

- Dave, could you pull up the street view on a map?

- I did talk to Alder Galvin last night about this issue. We can't do anything about the procedural problems that you ran into. That's not under the purview of this commission. That would have to be taken up with the Improvement and Services Committee of the City Council, which is something that you might want to prove, because what I'm hearing is that you're not only concerned about traffic signage, which is under the jurisdiction of this commission, but you're also concerned about how you were treated and kind of the frustration that you had to go through because of procedures of the parking division.

- Which is definitely secondary. I just think that the people that work for the city, however the role is, not sure, that everybody cares about this being type of community that we all feel valued, every person. And so as a person who I think tries hard to be a good citizen, I didn't feel that way. It wasn't, it didn't feel that way. So, but the primary is that I think that should be looked into.

- Alder Steuer?

- I am the chair of the INS committee. So, I was here for another issue.
- What, I'm sorry, was is the INS.
- The Improvement and Services Committee.
- That was my, okay.
- I was waived up by Alder Stevens. So, I mean, we can put in a communication and talk about that. I'll talk to Alder Stevens about that. But we could put something on the agenda for our next meeting, which will be a week after, not this coming week, but next week. So whatever-
- Would that timeframe work for you?
- Oh, I have a picture that looks just like that, only my little black car is there.
- We meet at five.
- Oh, I'm sorry. When?
- We meet at five o'clock on Wednesdays, so...
- We would like you to speak at that one.
- Sure.
- Yeah, Alder Galvin told me last night, he said one of the things he would like to look at is the procedures. Do we need to train our employees to be a little flexible? Do we change the ordinance-
- Before we go over this we need to close the floor, unless we have questions.
- Is there any questions of Kathleen first?
- No, I'll just say that this is now back to the main concern. Right where that tree is? Okay, so on the side there is an entrance to the bar that's on the corner. Yeah. Right there. But right there now where the sign says "no stopping or standing," it was a 15-minute drop off, just like at Brown County, which serves a purpose, and I don't see any reason why I can't be there. It's away from the fire hydrant. So anyway, I don't know what happened there, but that's where it was. But now both sides, it says "no stopping or standing." I think on the other side it says "no parking," if I'm not mistaken. I've already told probably four of the residents that I saw being picked up by somebody or their spouse was driving the car out for some reason, one stopped and got the mail, so they were on the other side picking up. I said, "You better not sit there because they'll take your picture." So past that, at the corner, I guess is where the person was sitting. I don't know why they couldn't come down the street and give me a ticket. That would've been respectful. I understand some are going to be upset, but then you just, then they leave, and they say, "This is it." So that's what should have happened. I could have said, you know, "I've sat here now for one minute. This is my mother here, she lives here. I'm sorry. Now I get it. I can't do it. What would you suggest that we do?" So, anyway,
- Is there a motion to close discussions and go back into regular session?
- I'll make a motion to close discussion.

- Second.
- Okay, moved and seconded. Okay. Thank you very much.
- Oh, thank you.
- Appreciate it.
- I appreciate your time.
- One comment. I really do hope you go and bring this forward, because I didn't even know that they aren't giving you tickets anymore. I wouldn't even know where I was if I did anything wrong, if I got something in the mail. I literally didn't even know that they weren't giving you a ticket anymore. And I also, my significant other's parents live in that building and we stop to pick them up all the time.
- Wait, you're, say this again?
- Stacey Hohenstein. They're in the building and I stop there all the time. We stop there all the time. So am I gonna just have a picture of a ticket mailed to me?
- Yes, you might.
- While I'm sitting in my car?
- The chances of it. I mean, I thought what of the chances that I got a picture taken for two minutes sitting there. I don't know. But I did.
- There's nowhere else to pick them up.
- No, but see the alley right there where the truck is? So the parking goes that way. But you can't park there. People pay to park.
- Well, we're back in closed session. Thank you, Kathleen.
- I do have a question for the engineer.
- The street seems familiar. Did we change that signage recently?
- Not recently.
- Not in my time.
- I would say within the last three years, maybe.
- Okay.
- Yeah, she's correct. Ms. Wolfram is correct that there used to be, actually, one stall here. And, I mean, this street has actually seen a lot of different changes over the year. I can just give you a kind of a brief history on how it's gotten to this point. In 2005, it was constructed 'cause Nicolet Bank needed extra land and built that big building that they have right now. It resulted in a 26-foot wide street. So as you can tell, to see from the striping right here, that if you parked a car, there's no travel lane. That is why the actual street is no stopping or standing. There's just no lane width. I

mean, it's like basically parking a vehicle in a travel lane. So, I mean the city had no choice but to do that, you know, out of the safety of people. You just can't have traffic parked in a travel lane. So that's why it was signed that way. And then when Alder, well, at the time Alder Jeffries, was Alder of that district, and she had brought up getting a loading area actually in the area where Ms. Wolfram received her citation, so by the hydrant. That one was kind of obvious, 'cause we're not gonna allow any sort of parking activity next to a hydrant. That's illegal. Within 10 feet of a hydrant you cannot park. So that one was kind of an easy one. But then another request came not that much after for this spot right here. And that was in essence, you know, there was a lot of complaints from the residents at the River Loft Apartments or Riverfront Lofts, that, you know, they might have a cable guy come in or someone, just, you know, cleaner or whatever like that, that they needed just one spot because they didn't have anything underneath, 'cause as she had said, all the parking's underneath. So that's when they allowed that to happen. I know from my opinion when I presented it to the commission that I was opposed to it for the reasons I just explained. But, you know, the commission made the motion that they did and it became a one-hour, but it was time constrained. So it was like, I don't know if it was seven to seven, Monday through Friday. There was some sort of time constraint on it, meaning that outside of those timeframes, it went back to no stopping or standing. The parking division was having a heck of a time, 'cause people were confused with it. And I'll be honest with you, I was confused with it too. And I could see anyone coming up to it being very confused on it. So we brought this forward, the request by the parking division and public works, to get rid of it because so many people were contesting it. And quite honestly I was looking at it going, "Yeah, it is confusing so let's just get rid of it." So we went back to what it originally was back in 2005, the way it was set up. So that's why that went away. Now with respect to Ms. Wolfram and, you know, parking in that alley or at least doing the drop off and the loading in that alley, she is correct. It's a one-way southbound alley, as you can see by the sign. But that simply means you just go up one block, go down that block, come down the block. And if she wanted to do that, she could probably, instead of sitting right here next to a hydrant, she could go right next to this wall, unload, and do the same thing. So I'm still opposed to any sort of loading zone on this street, just given the narrowness and the trouble that we've had in the past with actually maintaining such a loading zone. People want to load and drop off people, just do it in the alley.

- Would it be too much of a sign there for that?

- What do you need a sign for?

- Well, right, but I'm just saying that for, you know, loading or unloading in that spot.

- I don't know how much more clear that we can be. This is literally, I mean.

- I'm talking about on the alley, as you turn.

- Can you do a drop off sign or a loading sign or, because I, again, I would not think I should block that.

- You're gonna block the alley too.

- Ordinances for alleyways are actually, I think, anything that's under, less than 18 feet, whether it's a street or an alleyway is by default no parking, okay? So no parking zone is a loading zone. You have, by state statute, which we adopt by city, you have anyone can load and unload passengers and goods. So that's no parking, do your loading in the alley. It's literally that simple. I get it, it's a little confusing because it's a one-way alley, but...

- Like at the end of that alley it looks like there's a car blocking it. And then I'm confused, 'cause the

truck is already going the wrong way.

- This is private property here.

- Okay.

- Yeah, it does look like it's coming over onto the street. But the other car could be in motion. It's hard to tell. It's a static image from October.

- How wide is that alley?

- I don't know off the top of my head, but, I mean, estimate

- Can we make a traffic go either way?

- I5 maybe? I don't know the reasons why it's one-way, but my presumption is, is it's probably due to the narrowness of it. I mean, as you can tell, it looks pretty narrow.

- I don't think you can get two cars through it.

- I think you get the delivery trucks coming through.

- If you were in a Jeep, I don't think you can get through.

- Yeah, there's a lot of that garbage dumpsters back there and, you know, all that activity that's going on. It's just a lot, so...

- I've never been back there.

- Dave, can you swing the camera back around looking toward the river? So at the very end of the road there, you've got the entrance for their underground parking, right, so majority of the traffic there is hanging a right where they're coming out and going away from the river. Would it, is there enough room there on the left-hand side of the street to be able to create one spot for somebody to back into for a 15-minute loading location?

- That was brought up years ago. This is actually their emergency access for the building, so like if fire or rescue would have to access, this is actually their emergency access. So because of that, and again, the narrowness, it was denied at that time.

- That's not the same thing.

- I mean it sounds like everything has been flushed out here. So I think that the best alternative is, you know, whether it's contacting the condo association president and just informing them that that's pick ups and drop offs are in the alley, and it's legal there, so...

- Yeah.

- Yeah.

- It's a very tight situation no matter how you spin it. I'm even thinking in the past, I've moonlit for Glass Nickel Pizza Company, and it would always be park in the alley right there, just delivery to that building. It would just be come down the other way. So that's why I was saying I believe the vehicle

that was down there was in motion. It was just the way the camera caught it for this, so...

- The only other question I have is this really isn't a street, so that like I5, it is, but it isn't. So when you're saying there's not enough room for traffic to get by when there was the 15-minute parking on that next street, who's coming by, right? Who's constantly driving on that road that I couldn't just get around them?

- But you have a double yellow line, and to go into oncoming traffic would be-

- Ah, okay.

- What's the width of that street?

- 26 feet.

- So you can't put it in, move that line over?

- No, you got two 13-foot lanes. 12-foot is typical.

- Round one you would have a warrant for parking.

- What I'm coming to believe is that there probably isn't a physical or signage solution to this problem, but maybe we should forward this to INS, or let our two alders take the ball and see if there isn't a procedure that we can take a look at.

- Dan, I think it's two steps. Well, that's one of them, I guess, for the treatment of how she felt staff handled it.

- Right.

- But I think what I would make a motion for for this would be to have staff draft a letter to the condo association, just informing them procedurally how pickups/drop offs would take place at this location and just identify on a simple map or something, and then they can distribute that to their homeowners.

- I think that's a good idea.

- I do too.

- And do you want to add to that?

- I mean, that seems to seem to take care of the issue. Otherwise, I don't know why we're just spinning wheels. I mean, I could talk to Alder Galvin about it as well, but that seems to make sense to me.

- Okay, that's a motion. Is there a second?

- Second.

- Second?

- I was hoping, actually, I know I'm the new guy so I'm-

- That's right. No.
- I wanted to make one comment on something that she said. Who is distributing tickets through pictures? It was under my impression that-
- I didn't know that.
- Yeah, I was under the impression in the state of Wisconsin, I mean, I even feel like anyone like taking pictures of a license plate would still fall under it, but I believe like speed cameras, would that fall under the same thing, or is this just someone driving by?
- I have an answer to that one. And that's a good question. It does come up. It's illegal in the state of Wisconsin for photo enforcement for speed and for red light running.
- Okay.
- But when it comes down to photo enforcement for parking, that is legal.
- Okay. Are those tickets distributed by like the parking enforcement, or...?
- Parking enforcement utilities. Parking division is a subset of Public works.
- Okay. I was just curious, 'cause this is the first I've heard of it. And, I mean, like I mentioned, that building, as soon as she was talking about it, I was like, "Yeah, I know I've parked illegally over there a whole bunch of times." Like I've just turned around and parked on the other side. I didn't even realize it was an emergency exit where it's just like, I'll flat out say I've blocked it plenty of times, but this would be, you know, 11 o'clock at night. So it's still like.
- The thing to realize, and I get it, you know, the whole taking pictures and it seems kind of incognito and everything, but at the end of the day, and I know, Tom, you know, we've worked with PD quite a bit, our parking divisions work quite a bit. A lot of it kind of started with the school areas, like the pickup and drop off and just some of the behavior and threats, and just, I mean, for the safety of the employees is why that principle happened. And you know, if you decide to forward this to I&S you'll find out more about that, you know, more prepared, and maybe, you know, someone from parking like Chris Pirilot, maybe he'd show and give the, the official explanation. But from my experience as traffic engineer, having to work with these school zones and having to, you know, take these requests, give my professional recommendation on what sort of parking zones should be in place, loading bus, all that, we've found that, you know, there's a lot of really poor behavior on the part of the people receiving. They get belligerent, I don't know if they've ever gotten violent, but, I mean, there's a reason that this is done, and it's not because they're trying to trap people and things like that. It's for employee safety.
- I can vouch for that, being a code enforcement officer. I'd much rather take a situation like that and handle it discreetly instead of face to face.
- Yeah.
- Now we do get a lot of people coming into the police department to pay their parking tickets because they don't understand. They think it came from us. And I have seen a lot of people come up to the front desk. I haven't heard anything about the tone of the letter being derogatory or anything like that, but I have heard people complain about, "I just got this ticket in the mail and it's due today."

So maybe there's something with the timeframe. I have heard people complain about that in our lobby, about-

- With that, we have no control over how the post office and their timeliness of sending these out, and, you know, the receipt on that, but I do know that when people do bring that up, it's quite frequent that they'll get those late fees waived.

- They shouldn't have to. If you can just extend the time, they shouldn't have to come in and fight a ticket they didn't even know they got that just randomly showed up in the mail, 'cause that's a tough one.

- Well, maybe that would be a good discussion, then, at Improvement and Services, maybe there-

- I don't know, is there a different way to

- There is a motion on the floor to ask the traffic engineer to send a letter to the president, I guess, of the

- The condo association.

- condo association, informing them of the proper procedure and the availability of parking in that alley. And there is a second, right? All in favor signify by saying, "Aye."

- [Commissioners] Aye.

- Opposed, "Nay." The ayes have it. And Alder?

- Oh, I'm sorry.

- No, can we make an adjustment to this and move number seven?

- Yeah, that's on my, I have a six o'clock meeting to go to.

- You going downstairs?

- Yeah.

- Okay. You wanna take number seven next? Is there any objection to moving number seven

- No.

- No.

- after number four? Okay, number seven.

- Aye.

- By the way, this does present a problem of procedure, though, that I would hope that your committee would take a look at.

- Oh, yeah.

- I mean,

- If you want, you know, I can talk to Alder Stevens about it, if there's some directive that you'd like me to pursue with that. What, I don't know, did you wanna make a motion to that effect?

- Well, no. I'll just... What I'm hearing is that there's a concern about the

- The tickets.

- the time

- The timeframe, timeframe from getting a ticket to having to pay. And then secondly, is there some sort of flexibility that could be put into place, some sort of training which was suggested by Alder Galvin, because of a situation like this, where a lady was just saying goodbye to her sister and got clobbered.

- Well, correct me if I'm wrong, can't we make a motion to refer this item to I&S with our recommendation?

- You could do that.

- 'Cause I think with the timeframe, though. I'll be honest with you-

- It's only one week.

- The way that we report out to traffic, 'cause tomorrow is actually common council. We don't meet on the schedule like the committees do, like the week before. So we won't be reporting out until February, and then, you know what I mean? With the time delays, it's probably quicker for an Alder, whether it be Steuer or Galvin, to actually just make an official request through the clerk's office to approve it, sir, 'cause that would be quicker.

- I will put a communication tomorrow, and I'll make sure that the wording is such, and I'll bounce it off to you. Is that all right?

- Yep. Thank you, Mark.

- Okay, number seven. Initial request consideration of possible action on the request to change the two-way stop condition on Westfield Avenue and Murphy Drive to two-way yield condition. I did get a call from county supervisor Pat Evans on this as well. Okay. Alder, do you want to take this?

- You know, Supervisor Evans brought it up to me. He and I live on the same block, so we've discussed a lot of other things in our district. I live about a block away from there, and I travel by there quite a bit. I guess my first reaction was, "Hmm, is that totally necessary?" There was a citizen that brought it forward to Supervisor Evans, he brought it up to me. I just more or less wanted to hear the discussion. I don't think, I'm not dying on the line for this, you know, I just wanted to get a little bit of feedback on that. I probably should have talked to you ahead of time on it, but since I'm here, you know, we could just talk about the feasibility of something like this happening.

- Okay. Dave, do you wanna

- Sure.

- talk about this?
- Sure, well, if you look at the screen, this is actually more of a zoomed out area of the intersection. So you can see it's in somewhat close proximity to Military Industrial.
- Is Commissioner Sorelle able to see this?
- Yeah, I'm sharing the screen.
- Yes.
- Thank you.
- So if you zoom in a little bit, you'll see it's just your standard traditional residential intersection. And I do have some photos, unless they're closed now. So I took these, this is actually westbound looking to the south, so you can see a Aspiro is in the background. So you can see the sight lines are really good this way. This is looking to the north, again, you can see sight lines are really good, and on the other side of the street, so eastbound, then, looking to the north, again, good sight lines. And the last one, again, looking at the south towards the Aspiro. Again, really, really good sight lines. Honestly, and I looked up the crash history. We got nothing there. So, I mean, could it function as a two-way yield? I think so.
- Would there be any advantage to changing the signage?
- Well, I guess the one thing I remember from the email from the constituent was that he said there's a lot of people that run the stop sign, so...
- Right, anyway.
- If you have a yield sign, and at least they're slowing down and looking, then they're at least not breaking the law. So, in an area where we don't have any crashes, and you got, I mean, these are ideal sight lines, honestly. I mean, it doesn't get much better than this. I mean, you don't have any of the terrace trees or anything related that you have to look around or anything, so I really don't, I mean, I'm not, kind of like the Alder, this isn't a hill I'm gonna live or die on, but at the same time I think it would function just fine as a yield sign as it would a stop.
- Well, that's the problem with citizens. They have a tendency, not all of 'em, but I've observed enough where people roll through stop signs, you know, so...
- Well, they would probably go through a yield sign too, wouldn't they?
- Well, they would, but, you know.
- Me coming from the other direction wouldn't think they were stopping, though.
- I mean, Murphy.
- If it was a yield.
- Murphy has a place to get a lot of traffic, a bit of traffic, you know, as far as coming off a Dousman, so that might be one thing, too.

- Do we have traffic count data on this, Dave?

- No, I would say it's pretty low volume. The one thing that you'll find with yield conditions, and to your point, Kasha, you know, is someone gonna be just blowing through it? People, I mean most of the people that are using this intersection aren't. They live in the neighborhood. It's not like you got a bunch of pass through traffic on this road. What it does is it actually makes people a little bit more aware. They're like, "Oh, there's a yield sign there." And sometimes people don't always, you know, come to a stop. And the one benefit, as a side effect, if you wanna call it that, it actually helps slow speeds down in neighborhoods, 'cause people just, they're forced to be more aware. The people that are law abiding road users are kind of like, you know, they're a little bit, I don't wanna say on edge, but it's like they're just a lot more, they're hypersensitive to driving, and it actually does have a tendency to reduce neighborhood speed, so I don't know if that's been a complaint in this road, and if so, it actually could maybe help.

- I haven't gotten any complaints at all on this. I, like I said, the constituent brought it up, you know, I have more issues with where Boland comes in, right off the Military, you know, the traffic all over there. That's another issue I'd like to bring up some time here to talk about, but that's another issue.

- What is the pleasure of the commission? Because I know we have two alders that need to go to another meeting.

- I'm gonna make a motion to change it to a yield sign.

- Can I just ask one question before we do that? I'm sorry, what was the intersection again? I'm just wondering about the walking routes to school and if that would-

- Westfield and Murphy.

- And the Aspiro is over there but that's mostly, that's-

- Could you go back to the map?

- Helen Keller would be the closest one?

- Helen Keller, but yeah.

- Keller is not, as far as-

- Yeah, Keller is a piece over.

- So, yeah, I don't think it would really interfere with school walking routes.

- Could you do a 90-day trial? Or would they have to-

- You could do a 90-day trial, just see how it works. The neighbors go, "Oh, my lord. What are we doing?"

- Let's do that.

- We'd flag it, too. I mean, anytime we change intersection traffic control, we know it's a, you know...

- Okay. There is a motion

- For a 90-day trial.
- Is there a second? Second by Steve. Any other discussion? All in favor signify by saying, "Aye."
- [Commissioners] Aye.
- Okay. The ayes have it. Thank you, alders.
- Thank you, all.
- Appreciate it.
- I'll talk to you. Stan, do you want me talk to you, then?
- Yeah, yeah, we'll talk.
- We'll talk. Okay, sounds good. Thank you.
- We're not leaving the building. We're going downstairs.
- Well, come on back and visit. Okay. Item number five. Initial request consideration of possible action request of the traffic engineer. Oh this one's gonna die for sure. On behalf of the Green Bay area public schools to establish no parking bus loading only 7:00 AM to 2:30 PM school days zone on the west side of Chestnut Avenue from a point 70 feet north of Dousman Street to a point 290 feet north of Dousman Street. Okay. Mr. Engineer.
- I don't think I'm gonna say anything, 'cause you're just gonna turn it down.
- Well, you might get lucky, you know.
- Yeah, this is actually, on behalf, I mean, I'm bringing it forward 'cause the school district, it was one that actually approached me on this. So Chris Collar, he's their safety and security manager. So I work with him a lot on different school items, including parking. But anyway, he was the one that wanted to bring this forward and so I offered him, I said, "Let's just go out and see it. Let's watch and observe the type of situation that you're concerned with." And so what happens then in this area is they have three buses that'll come in, but where the sign is, is kind of up in this area where you can kind of see where the sidewalk kind of comes in over here. They'll actually load in that area, so they wanted to basically keep enough room in there so that that bus could pull in. Sometimes there'll be parents that will park up a little bit too far south, and then that bus can't get into that area. So in the wintertime is actually when it's more critical, when there's snow banks to have to work around. But, you know, of course their buildings and grounds people will clear that curb area.
- So where do the buses queue, Dave?
- They queue all in this area. So from a-
- Imagine a large embankment on the sidewalk.
- So from about this point where the hand is right here, all the way, they'll actually use this drive apron too, 'cause there's no activity that's happening. That's all, yeah, that's all just school staff that uses that. As you can tell, I mean, there's really not that many spaces there too. But they'll use those

actually to help with the loadings. They'll actually load in those three areas. And then there's a no parking here in the corner, that 70 feet is, so that just opens it up so that, you know, they can left-turning traffic, right-turning traffic at the intersection. So yeah, I saw it. We actually observed the condition that he was concerned about. And so I said, "Yeah, that's, I agree. I'll bring it forward."

- Okay. Is there a motion?

- I'll motion.

- I'll second.

- By the lieutenant, and there is a second. All in favor signify by saying, "Aye."

- [Commissioners] Aye.

- Opposed, "Nay." The ayes have it. You got lucky, Dave. Six, initial request consideration with possible action, the request of the traffic engineer, Oh, golly. Here's another one. To change the no parking 15 minute loading zone on the south side of Cherry Street between Washington and Cherry to metered parking.

- On Cherry between Washington and Cherry?

- Yeah, so I just zoomed the mapping it over to that area. So this one has to do with, I'm sure as many of you know, Bosse's Tobacco and Newsstand. They moved. They moved to De Pere.

- That was no parking in front of there, right?

- It was a loading zone, actually. It was a 15-minute loading zone for the longest time, actually, but now with that being vacant...

- But isn't that building gonna be torn down and-

- It's gonna be made into apartments.

- Apartment complexes going in there?

- There is, I know that that is moving forward, but, you know, by the time that it's actually opened up, it's probably gonna be two years. I mean, you know, there's a lot of work that needs to happen. You got a building to raze, you got a multi-story structure to build. It just takes time. So I did talk with the alder and so he's aware of it, that we're bringing this forward, and of course, you know, talked to the director too and everyone is, they feel that that's what should happen. I mean this actually came up actually because Jeff Mirkes and Alder Johnson had actually brought it up in some emails about we should really do something. But, you know, the loading zone is not really applicable anymore. It was really there for people to come in, grab a newspaper, and leave.

- I'll make a motion.

- Okay.

- To change to meters.

- I'll second on that.

- Dave, how many parking spots are you gonna get there?
- Actually, we already have it, we had it ticked off
- It was already straight?
- on there, yeah. Even for the loading area, so it's four.
- And then that's gonna be the entire stretch of the building?
- It really, there's a no parking here to corner, as well. Actually, I think if you, let me just, yeah, we can go look on the street. We can see that there's, starts right here. See the green sign? That's beginning of the zone. So there's stall 1, 2, 3 and then 4. And then you can see there's the sharrow marking and then the right turn lane then to go onto Adams Street.
- With the, apologies.
- Sure, no, go ahead.
- With the planned apartments, give or take the two or three years out, have there been discussions about what would be happening with that?
- Not at this point.
- Yeah, I, no, it'd be extremely, I mean, building's still there. Hasn't been razed yet.
- So, and, at the end of the day, we do have this timed to like two or three years. It is our downtown area. We have high demand. And now this is really kind of wasted area. I mean it's an area that we've got meters that's surrounded on blocks. And to me this opens up four spots that, you know, especially on the weekends. I mean, well, weekends would be free, but our downtown gets, those meters, get a lot of activity. I mean this really just adds four spots to downtown. So I think it's a wise move to do.
- Because one we just got a ticket on around the corner there. I realize that. I was at a County meeting for cripes sakes. It's been moved and seconded. All in favor signify by saying, "Aye."
- [Commissioners] Aye.
- Opposed,
- Aye.
- The ayes have it. Is there anything else for the good of the order to be brought up tonight? Other than the fact that we will be meeting on Monday, February 20th?
- Just a quick question, Dave. Did that request to talk about the traffic calming procedures and process, did that not make it on the, obviously it didn't make it on this agenda. What happened with that one?
- I typically wait for a communication to come in. I guess I'm probably a little unclear on how that would get on the agenda. I mean, is this something that you're requesting staff to put on, or is this

something that you want to have as communication from you as commissioner?

- Well, I think there was enough interest with the group last time that if it's possible for one of us to make a request to have that as an agenda item, I can certainly do that.

- Yeah.

- Sure.

- An official communication is really the way we should go with this. Not only it'd be documented, but I as staff don't know exactly what you're asking for, so if you would just send me an email, just say, "Can you put this on the February agenda?" and just have it phrased on how you want it read, and we'll address it the next month.

- By the way, for your information, Steve, most of our requests go through alders. So if you hear a complaint of some neighborhood issue, tell 'em to go through.

- It's localized from an alder who's brought it forward to the table. Oh, good. That makes sense.

- But sometimes commissioners themselves, like, like Dan just made, make a request. But routine issues, we generally have 'em go through the alders, because then that involves the alders, they know the issue, and they kind of sift through it and see if it's a legitimate thing before they put their name on it, too.

- Yeah, being the alder in the area, I mean, you know, someone would have better insight on something specific such as changing a pair of stop signs into yield signs.

- Yeah.

- I mean living up the street makes a big difference.

- Yeah. That's right. Is there anything else to come before the commission? Is there a motion to adjourn? Nobody wants to adjourn?

- Motion to adjourn.

- Is there a second? All right. All in favor signify by saying, "Aye." Opposed, "Nay." The ayes have it. Thank you all. And again, Steve, welcome.

- You made that one.

- Nay.

- Just don't have it on record.

- No, I don't want to leave.

- Okay.

- I'll still lose. The ayes will still carry.

- It's supposed to get slippery out there in the next day or two, so drive safely.

- By the time we leave, the temperature drops..
- I don't want to have to read about one of you guys on one of my reports.
- Yeah. I already find it quite fascinating.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

March 20, 2023

PREPARED BY

AGENDA ITEM # E.I

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

BACKGROUND

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

- I. 03 TRAFFIC SAFETY PLAN MAR 2023



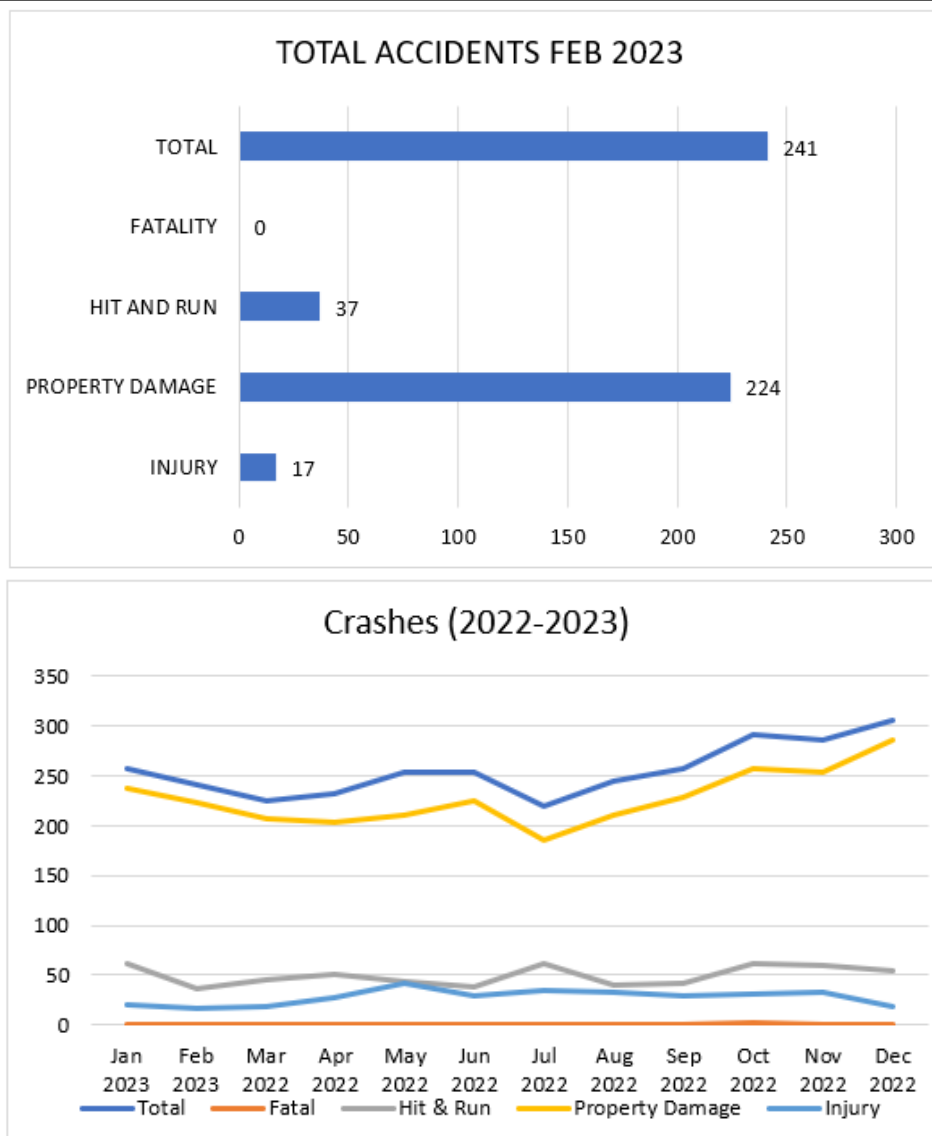
Green Bay Police Department

MARCH 2023

Traffic Safety Plan

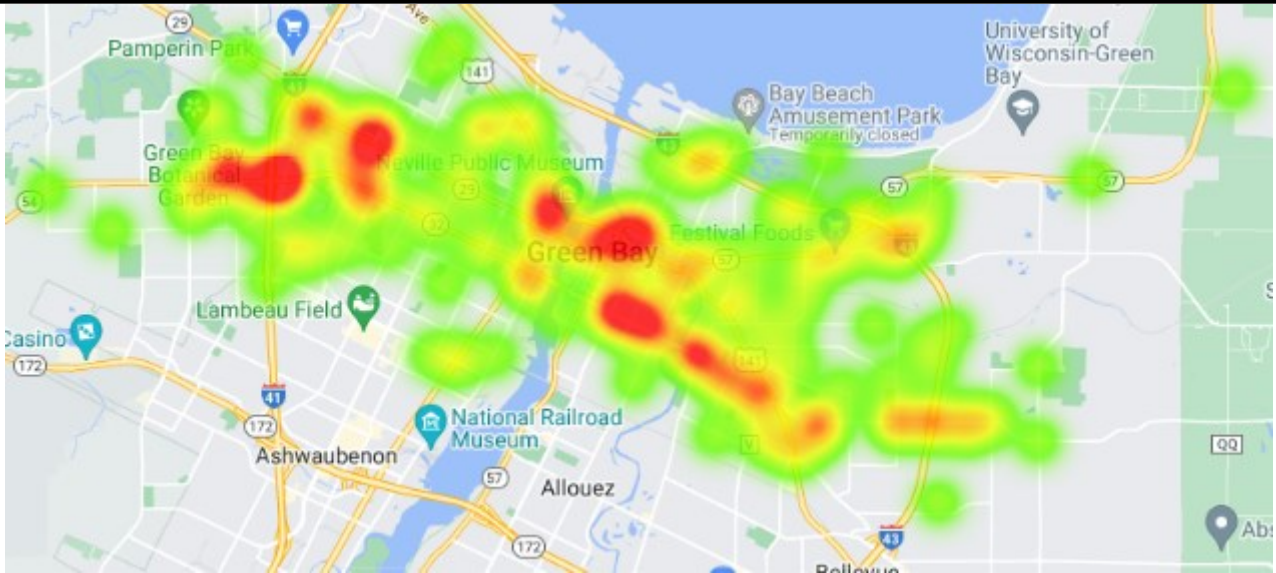
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The police department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the police department will use a data driven approach for traffic enforcement. Data analytics from crash data, citizens complaints and speed boards will be used to identify traffic emphasis areas. Each month's report will be posted on the police department's website and will be presented at each months Traffic, Bicycle and Pedestrian Commission meetings.

FEBRUARY 2023 CRASH DATA

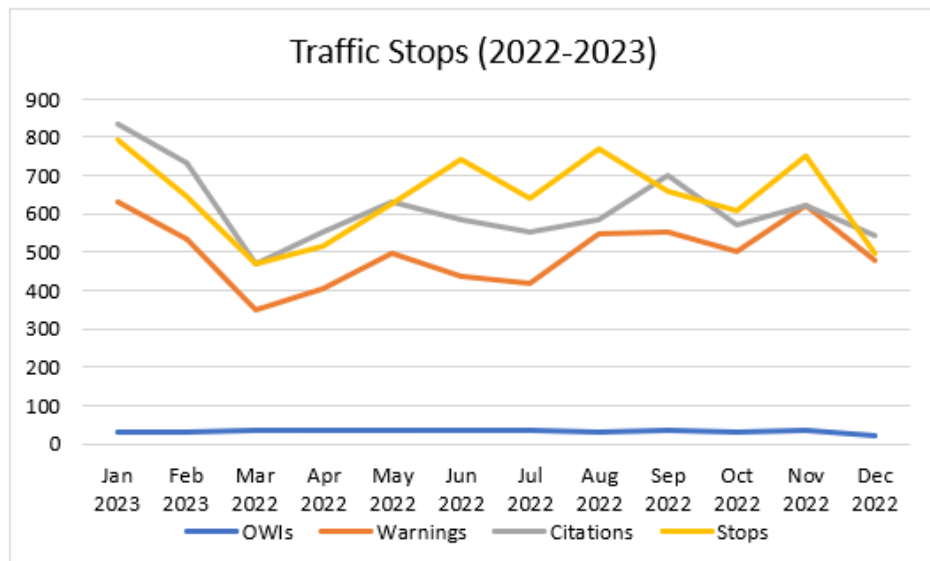
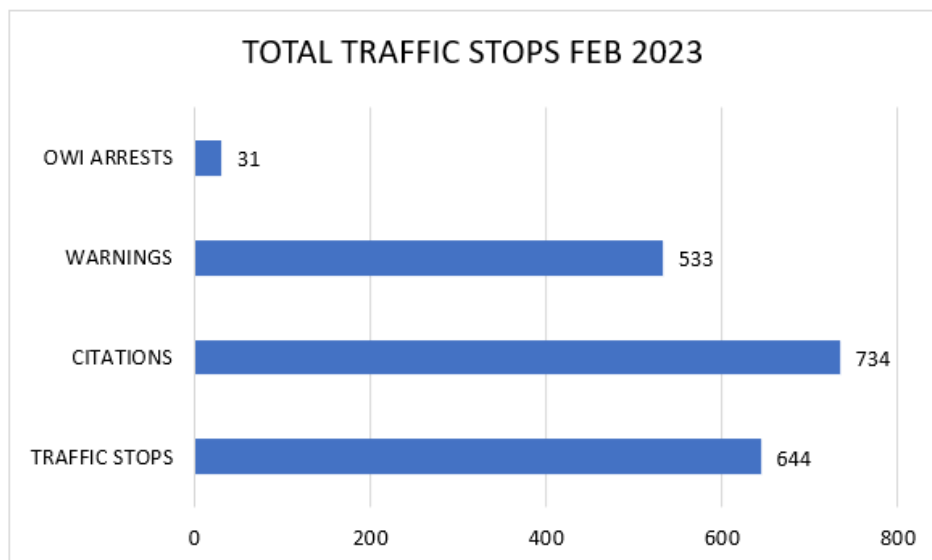


GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

FEBRUARY 2023 TRAFFIC CRASH HEAT MAP



FEBRUARY 2023 TRAFFIC STOPS

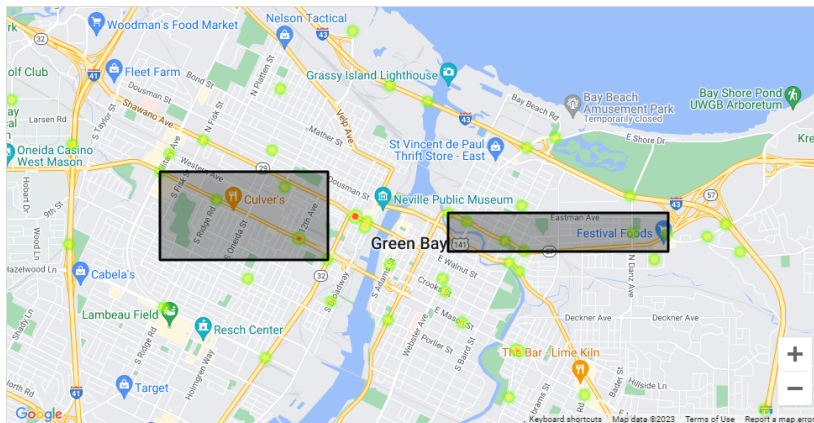


GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * BROWN COUNTY OWI TASK FORCE— MARCH 18 (BRSO)
- * CLICK IT OR TICKET SEATBELT ENFORCEMENT— MARCH 8 (ASPS), 22 (HLPD)
- * LOCAL GREEN BAY ALCOHOL ENFORCEMENT—MARCH 3, 11, 25, 31
- * SPECIAL GREEN BAY OWI TASK FORCE —MARCH 17 (7PM-3AM) 🍀

ENFORCEMENT PRIORITY AREAS



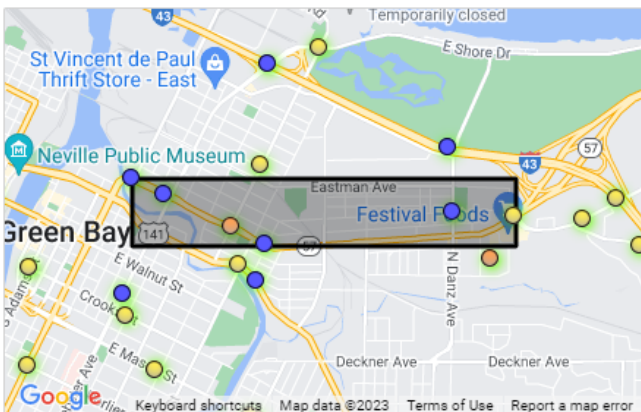
Analysis Area #1: GREEN BAY (C)

Roadway: 032

Total Crashes: 6

Contributing Factors:

- 65+ Driver (3)
- Distracted (1)
- Impaired (1)
- Motorcycle (1)
- Teen Driver (1)



Analysis Area #2: GREEN BAY (C)

Roadway: 054

Total Crashes: 6

Contributing Factors:

- Distracted (1)
- Impaired (1)
- Occp Protection (1)
- 65+ Driver (1)

These areas are determined as the most likely to experience an injury traffic crash based on the last three years of crash data collected by the state of Wisconsin.

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

TRAFFIC COMPLAINTS

A	BIEMERET/ARGONNE	SPEEDING ON BIEMERET
A	3100 OPEN GATE TR	SPEEDING
AB	500 BLOCK OF GRAY ST...	REPORT OF TN PLATE BCL116 ENGAGED IN SUSPICIOUS BEHAVIOR MYOC.
B	LOUD EXHAUST	NEWSPAPER DELIVERY DRIVER LOUD EXHAUST - EARLY TO LATE MORN...
C	WEBSTER / ELIZA & EMI...	SPEEDING ON WEBSTER. RESIDENT IS ACTING AS CROSSING GUARD BU...
C	PARKING IN CROSSWAL...	ALDO LEOPOLD SCHOOL REPORTING CARS PARKING ACROSS THEIR C...
C	LEONARDO DA VINCI SC...	COMPLAINT FOR DOUBLE PARKING AND DANGEROUS U TURNS AT SCHO...
C	ALDO LEOPOLD 2:55 PM	DURING SCHOOL PICKUP AND DROP FOR ALDO LEOPOLD, CITIZENS REP...
C	ROOSEVELT/MASON	SPEEDING COMPLAINT, ESPECIALLY NIGHT
CD	NICOLET SCHOOL	AM 8:30 - 8:50 AM, PARENTS DROPPING OFF STUDENTS ON ELM WHERE ...
D	LOUD TRUCK	LOUD TRUCK LEFT RUNNING FOR LONG PERIODS OF TIME
D	U-TURNS ON PACKERLA...	PLEASE PROVIDE SOME POLICE PRESENCE TO THIS AREA WHILE CITIZE...
D	SPEEDING VEHICLES O...	COMP AT 1583 PROPER BELIEVES CARS TO BE SPEEDING 40-45 MPH ON ..
D	HUMBOLDT RD / BAIRD ...	PATROLALONG HUMBOLDT RD FROM 8:35 - 9 AND THEN FROM 3:25 - 3:40...
D	SULLIVAN SCHOOL	HAVE MANY DRIVERS CONDUCTING U-TURNS THROUGHOUT THE DROP ...
D	ROLLING STOP SIGNS	PROBLEM INTERSECTIONS ARE ALPINE/ NEWBERRY AND NEWBERRY AT ..
D	KROC CENTER - JBS E...	5 AM TIL 6 AM. JBS EMPLOYEES CUTTING THROUGH LOT TO OVERTAKE T...
D	LOUD VEHICLES	LEAVES LOUD DIESEL TRUCKS RUNNING FOR HOURS ON END.

CONSTRUCTION/TRAFFIC CONFLICTS

Packerland Dr. and W. Mason St. (Frontage Rd.) were blocked off using concrete barricades to prevent drivers on the Frontage Rd. from turning left onto Packerland from the businesses on both sides of Packerland. Additionally, "No U-Turn" signs have been added to Southbound Packerland down to Trojan Dr. There are constant violations of the U-turn as drivers need to get used to the new traffic patterns. GBPD Traffic Enforcement Unit is paying attention to the area and educating drivers of the change. Construction will begin at Packerland/Mason in the upcoming months.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

March 20, 2023

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.2

Initial Request: Consideration with possible action on the request by Ald. Scannell on behalf of Pomp's Tire to establish a disabled parking zone on the east side of Roosevelt Street between Main Street and Cedar Street. (Ald. Scannell - District 7)

BACKGROUND

See provided memorandum. Also, requested on-street disabled parking zones come with the condition that adjacent property owner(s) remove snow up to the curb during winter months to maintain clear access from the curb side of vehicles. Snow windrows are not permitted in this zone.

RECOMMENDATION

That, on a 90-day trial, to establish a DISABLED PARKING zone (length of two stalls plus curb ramp) on the east side of Roosevelt Street from Main Street to Cedar Street.

FISCAL IMPACT

ATTACHMENTS

1. Ald. Scannell Item for Traffic Commission 03-20-23
2. M N Roosevelt St ADA Ramp Request Pomps Tire.djah

From: noreply@civicplus.com
To: [Celestine Jeffreys](#); [Eric Genrich](#)
Subject: Online Form Submittal: Alders' Petitions and Communications
Date: Tuesday, March 7, 2023 11:27:02 AM

Alders' Petitions and Communications

Name	Randy Scannell
Committee Name	Traffic, Bicycle, and Pedestrian Commission
Text of Communication	Consideration with possible action on the request by Alder Scannell on behalf of Pomp's Tire to establish a disabled parking zone on the east side of Roosevelt Street between Main Street and Cedar Street.

Email not displaying correctly? [View it in your browser.](#)



Public Works Department
100 North Jefferson Street - Room 300
Green Bay, Wisconsin 54301-5026
www.greenbaywi.gov

Administration | Engineering | Traffic 920.448.3100
Operations 920.448.3535
Parking 920.448.3431
Fax 920.448.3102

MEMORANDUM

To: Project Architect Chris Bauknecht, Martenson & Eisele, Inc.
Public Works Director Steven Grenier, P.E.

From: Traffic Engineer David J.A. Hansen, P.E., PTOE

Re: Review of Proposed Curb Ramp Request
Pomp's Tire Campus Expansion
North Roosevelt Street (Midblock East Side), Main Street to Cedar Street

Date: Tuesday, November 29, 2022

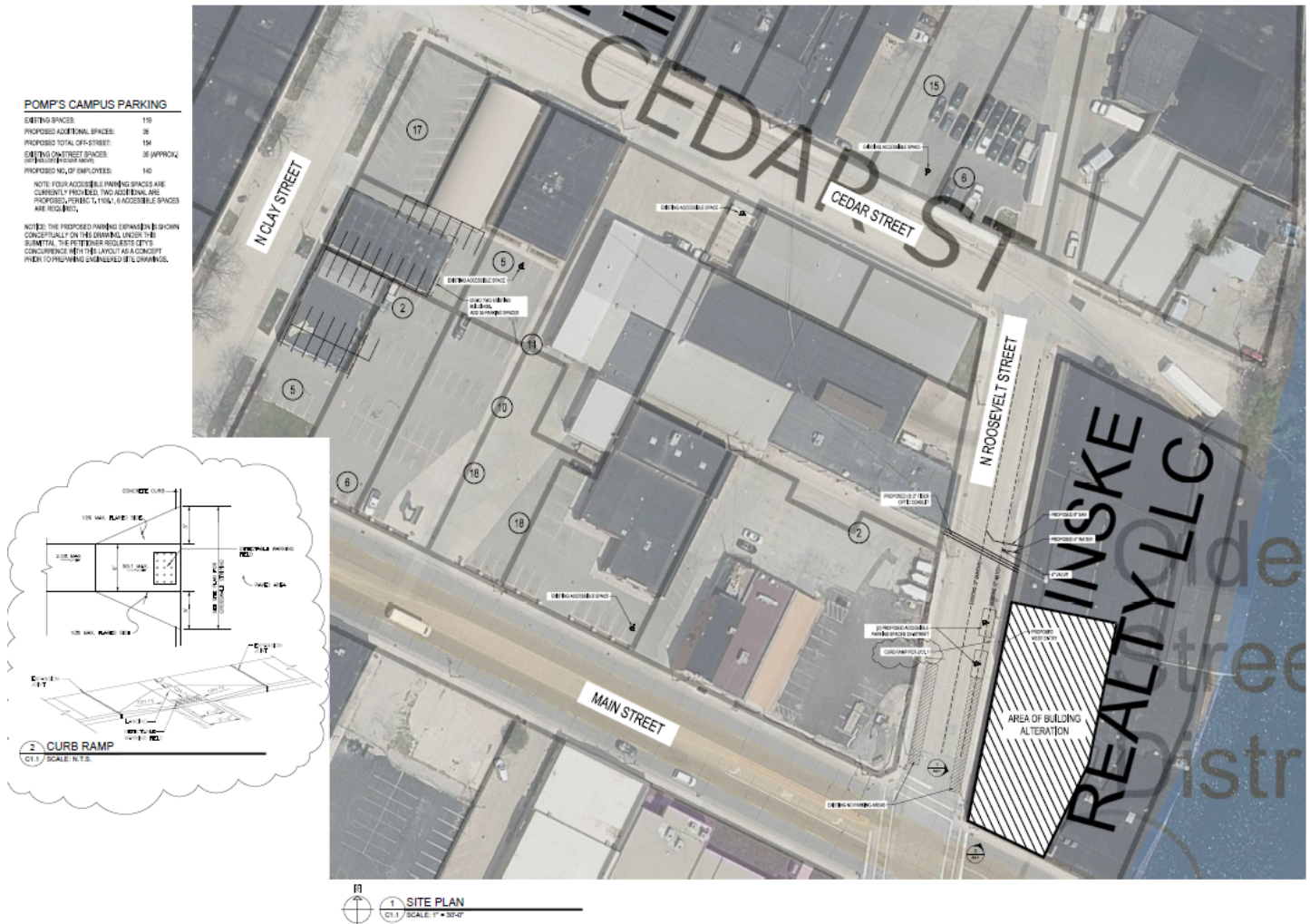
This memorandum serves as my response to the request for two on-street disabled parking stalls and a midblock curb ramp at the referenced location by Martenson & Eisele, Inc. who is working for and with Pomp's Tire and DeLeers Construction to remodel one of their campus buildings.

Pomp's Tire Remodeling Project

Pomp's Tire is remodeling their campus building that is bordered by Main St, Roosevelt St, Cedar St, and the East River. They are requesting two on-street disabled parking stalls and an ADA-compliant curb ramp that would assist disabled drivers or passengers to access the campus building near a new access door.

Through phone and email conversations with M&E and DeLeers staff, I learned that all potential onsite ADA parking stall sites have been exhausted, as the building takes up the entire cordoned area between N Roosevelt St between Main St and Cedar St. Due to this condition, on-street disabled parking and a curb ramp are being considered for ADA accommodation. See Figure 1 for a diagram of the proposed improvements.

Figure 1 – Phase 1 Alterations, Pomp's Tire



Conditions Prior to Building Remodeling

No curb ramps exist in the midblock of N Roosevelt St between Main St and Cedar St.

On the east side of the street, no driveways exist.

On the west side of the street, one driveway serves a loading dock, one serves as a common driveway to the internal Pomp's Tire campus, one is inactive from the Crown & Common (C&C) remodel, and one is the primary access to the Crown & Common. The last two driveways are near the proposed curb ramp and their locations are relevant to the engineering analysis. The abandoned driveway has an apron but access beyond the sidewalk is blocked to the C&C parking lot. See Figures 2 and 3 for photos of the two southernmost west side driveways.

Figure 2 – North Driveway (Inactive), Crown & Common, Looking East at the Pomp's Tire Building



Figure 3 – South Driveway (Active), Crown & Common, Looking East at the Pomp's Tire Building



Potential Curb Ramp Locations

As discussed prior to this memorandum, DPW does not allow single curb ramps to be installed across from full curb heads. This is done to avoid future requests for midblock pedestrian crosswalks. If a single curb ramp is constructed across from an active driveway apron, a single curb ramp would be considered for construction since a future midblock crosswalk could not be placed at a driveway apron. In this case though, there is an inactive driveway across from the requested curb ramp location. The inactive driveway should have been closed when C&C was under reconstruction, meaning it must be treated as a full-head curb and potentially eligible for a midblock crosswalk.

Alternatives

1. Alternative 1, C&C Driveway Relocation
 - a. This alternative would include keeping the disabled curb ramp in its proposed location contingent upon moving the C&C driveway from its south location to its north location. Doing so would eliminate future potential for a midblock crosswalk to the proposed curb ramp in front of the new door entrance on the east side of N Roosevelt St.
2. Alternative 2, Curb Ramp Relocation
 - a. This alternative would include moving the proposed curb ramp across from the existing south C&C driveway. Doing so would eliminate future potential for a midblock crosswalk to the proposed curb ramp although the ramp would not be directly in front of the new door entrance on the east side of N Roosevelt St. Coordination would be needed with the C&C property owner(s).

On-Street Disabled Parking Stalls

All parking zones changes must be approved by the City's Traffic, Bicycle, and Pedestrian Commission, then by Common Council. If the intent is to create a disabled parking stall on the street, then that request would have to be made through the district alderperson (Ald. Randy Scannell).

Improvement Costs

All costs associated with establishing disabled parking stalls and constructing curb ramps would be paid by Pomp's Tire.

Conclusions

1. Alternative 1 would provide the shortest path for a disabled person to travel from their vehicle to the new Pomp's Tire building door.
2. Alternative 2 would require a disabled person to travel further to the new door given the proposed curb ramp would be located an additional 35 feet south of the initially proposed curb ramp location.
3. The simplest and lowest cost alternative is Alternative 2 since no modifications are required to the west side of N Roosevelt St.
4. If either alternative is acceptable, then Pomp's Tire should first seek to establish a disabled on-street parking zone on N Roosevelt St next to whichever proposed curb ramp location becomes agreeable to all involved parties. Any disabled parking zone must be approved prior to construction of a curb ramp in case the parking zone request is denied by the commission or council.

Recommendations

1. Construct Alternative 1 or Alternative 2, or do nothing.
2. If Alternative 1 or 2 is pursued, then Pomp's Tire or its representative(s) should seek the establishment of a disabled parking zone on the east side of N Roosevelt St prior to curb ramp construction.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

March 20, 2023

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.3

Initial Request: Consideration with possible action on the request by Department of Public Works to change the NO PARKING zone to a 4-HOUR (7:00 AM-5:00 PM Monday-Friday) PARKING on the west side of South Adams Street across from the Green Bay Water Utility campus.

BACKGROUND

In 2020, redevelopment of the lot across from the Green Bay Water Utility began. The west sidewalk of S Adams St was closed and removed, which resulted in pedestrians walking in the west side parking lane. Ald. Galvin brought a request to the TBPC to remove west side parking which was approved. Now that the sidewalk has been relocated to the Fox River Trail including reconnections, pedestrians now have a place to walk other than the street. Since the request was never meant to be permanent, and that the pedestrian path is complete, the existing parking restriction should be removed. However, there still needs to be some parking restrictions, long enough for GBWU event attendees and short enough to discourage Bellin Health employees from parking there all day. A four-hour parking zone is recommended.

RECOMMENDATION

That, on a 90-day trial, to:

- A. Remove the NO PARKING zone on the west side of Adams Street from a point 60 feet north of Washington Street to a point 100 feet south of Cass Street.
- B. Establish a FOUR-HOUR PARKING 7 A.M. TO 5 P.M. MONDAY THROUGH FRIDAY zone on the west side of Adams Street from a point 60 feet north of Washington Street to a point 250 feet south of Washington Street.
- C. Establish a FOUR-HOUR PARKING 7 A.M. TO 5 P.M. MONDAY THROUGH FRIDAY zone on the west side of Adams Street from a point 250 feet south of Washington Street to a point 100 feet south of Cass Street.

FISCAL IMPACT

ATTACHMENTS

- I. Adams Street Parking Map

Adams Street Parking

Existing Restrictions - No Parking Anytime
ADAMS STREET, west side, from a point 60 feet north of Washington Street to a point 100 feet south of Cass Street.

Proposed Restrictions
No Parking Anytime
ADAMS STREET, west side, from a point 60 feet north of Washington Street to a point 250 feet south of Washington Street.
4-Hour Time/Day Restricted
ADAMS STREET, west side, from a point 250 feet south of Washington Street to a point 100 feet south of Cass Street (7:00 AM - 5:00 PM Monday-Friday).





Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

March 20, 2023

PREPARED BY

AGENDA ITEM # E.4

Termination of 90-Day Trial: Remove the I-WAY YIELD condition on Lafayette Drive at Candle Way.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

March 20, 2023

PREPARED BY

AGENDA ITEM # E.5

Termination of 90-Day Trial: Establish a I-WAY STOP condition on Lafayette Drive at Candle Way.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

March 20, 2023

PREPARED BY

AGENDA ITEM # F.I

Request by Ald. Stevens for a report on traffic enforcement activities. (Ald. Stevens – District 5)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None