



MINUTES 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.

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: Kasha Huntowski (Acting Chair)

Present and Voting: Lieutenant Tom Buchmann, Stephen Larsen, Patrick Sorelle, Alder Craig Stevens, and Dan Teaters

Absent: Dan Theno

Others Present: Senior Business Development Associate Mike Cashman (DeLeers Construction), Officer Jeff Stone, Officer Colton Wernecke, Traffic Engineer and Recording Secretary David Hansen, and DPW Supervisor Elizabeth Nadolski Spears

C. APPROVAL OF THE AGENDA.

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

Moved by Alder Craig Stevens, seconded by Lieutenant Tom Buchmann to approve the Monday, March 20, 2023 Traffic, Bicycle and Pedestrian Commission meeting agenda.

Yes: Lt. Tom Buchmann, Stephen Larsen, Patrick Sorelle, Alder Craig Stevens, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

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

minutes.

Moved by Lieutenant Tom Buchmann, seconded by Alder Craig Stevens to approve the Monday, January 16, 2023 Traffic, Bicycle and Pedestrian Commission meeting minutes.

Yes: Lt. Tom Buchmann, Stephen Larsen, Patrick Sorelle, Alder Craig Stevens, and 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 Alder Craig Stevens, seconded by Dan Teaters to receive and place on file the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes: Lt. Tom Buchmann, Stephen Larsen, Patrick Sorelle, Alder Craig Stevens, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

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)

Moved by Alder Craig Stevens, seconded by Dan Teaters to open the floor.

Mike Cashman (1860 Mid Valley Dr, De Pere, WI 54115) spoke in favor of the request.

Moved by Dan Teater, seconded by Stephen Larsen, to close the floor.

Moved by Alder Craig Stevens, seconded by Lieutenant Tom Buchmann, that on a 90-day trial, to establish a DISABLED PARKING zone on the east side of Roosevelt Street from a point 165 feet north of Main Street to a point 235 feet north of Main Street.

Yes: Lt. Tom Buchmann, Stephen Larsen, Patrick Sorelle, Alder Craig Stevens, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

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.

Moved by Ald. Stevens, seconded by Patrick Sorelle, 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 NO PARKING 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 AM TO 5 PM 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.

Yes: Lt. Tom Buchmann, Stephen Larsen, Patrick Sorelle, Alder Craig Stevens, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

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

Moved by Alder Craig Stevens, seconded by Lieutenant Tom Buchmann, to remove the I-WAY YIELD condition on Lafayette Drive at Candle Way, and adopt by ordinance.

Yes: Lt. Tom Buchmann, Stephen Larsen, Patrick Sorelle, Alder Craig Stevens, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

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

Moved by Alder Craig Stevens, seconded by Lieutenant Tom Buchmann, to establish a I-WAY STOP condition on Lafayette Drive at Candle Way, and adopt by ordinance.

Yes: Lt. Tom Buchmann, Stephen Larsen, Patrick Sorelle, Alder Craig Stevens, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

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 March 20, 2023 Traffic, Bicycle, and Pedestrian Commission meeting.

Moved by Alder Craig Stevens, seconded by Lieutenant Tom Buchmann to adjourn the current Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Lt. Tom Buchmann, Stephen Larsen, Patrick Sorelle, Alder Craig Stevens, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

VERBATIM MINUTES

- He wasn't joining so...

- And if Dan, if he's sick and not joining, I'm gonna call the meeting to order right at five here. And looking at roll call. Everyone is present except for Dan Theno, who won't be with us tonight. Can I get a motion to approve the agenda?

- Motion to approve.

- Second.

- Excellent. All in favor? Any opposed? Any motion carried the approval of the minutes?

- Motion.

- Second.

- All in favor? Any opposed? The motion carried there, and we'll move on to regular business. And we're gonna start with consideration of possible action on the report by the police department on the monthly traffic enforcement unit. Traffic safety plan.

- It's not much to report. What's the traffic safety plan this month? The numbers are, as Elder Stevens mentioned, are going up in terms of enforcement. That's probably mostly due to the fact that our traffic unit is getting back up to four officers. Two of them are present today. Like to introduce you, the gentleman on your left is Officer Jeff Stone. He's one of our day shift officers for traffic unit along with Matt Kuntson, who couldn't be here today on day shift. And then the afternoon shift we have with us Colton Warnky, and Officer Joel Zywicki who is sick today, so he couldn't be here today. Also they're on the, he's on the afternoon shift. They just joined the unit within the past couple months ago. Jeff, Jeff was joined a couple months ago, and Colton joined last month upon, Officer Pat Child's retirement. So, they're out there. They're killing it in terms of numbers, and tickets, and stops, and trying to prevent accidents. I do wanna mention that, we had a special OWI task force on St. Patty's Day, and that produced nine OWI arrests along with drug arrests, another felony arrest, and two warrant arrests. So that was a very successful OWI enforcement. We had put some media messages out before indicating that we were gonna be out in force and it really paid off. So other than that, the only other thing I want to mention is back on January 10th, we had a significant accident where a gentleman, 74 year old, lemme find it, this one. 74 year old male stepped out into traffic suddenly and was struck by a Jeep. He was in the hospital in the ICU, and I just received word that he passed away this morning. At either late last night or this morning, the medical examiner's office was called to the hospital to complete the report of his passing, so...

- Was that the accident on Webster?

- That was the one on, let's see if I remember. East Mason and Laura. Eastbound on Mason. It was at 6:08 in the evening and then January 6:08 is pretty dark. Yeah, so it was, it was unfortunately the pedestrian's fault. He did step out into the lane of traffic. The gentleman had no time to, to stop or react to the him stepping off the curb. Other than that, that's all I have to report unless anybody has any questions about the traffic safety plan.

- I had a quick question about the click it and ticket. David, we can go. So is that in conjunction with, is that Ashwabudon.
- That's Ashwabudon public safety on the eighth, and then on the 22nd it's Hobart Lawrence PD. That's where they're hosting it, and all the jurisdictions in the county.
- So you work together?
- Yeah, we work together. Everybody sends, we send typically three or four officers. Brown County sends three or four deputies, and then the smaller agencies send two officers, maybe one officer from, from Pulaski. And then so the, on March 8th they all met in Ashwabudon and the enforcement was happening in Ashwabudon. And on the 22nd they go to Hobart Lawrence, and all the officers convene over there.
- And is that subsidized by the feds or...
- That's by the state DOT.
- Okay.
- So this is all grant money, and so it has to rotate around to all the jurisdictions that are participating.
- So does Green Bay get to host that then?
- We hosted it on March 17th. That, was the special OWI I just talked about.
- Oh okay, okay.
- And that was extended hours for that. And then in addition to that we have our local alcohol enforcement, which is just Green Bay officers, on those special dates on the March 3rd, 11th 25th and 31st.
- So is OWI coming out of the same fund as this seatbelt enforcement?
- No, they're two separate grants. The seatbelt is one grant. The OWI and the alcohol enforcement are a separate grant.
- Okay.
- And then, later on this year we'll have a pedestrian grant, pedestrian safety grant, and we'll also have a speed grant for speeding.
- And are those generally always renewed every year?
- For the most part, yeah.
- And depending on...the money is based... how much money you get for the grant for the year, is based off of population enforcement history with the DOT, there's a lot of factors that go into how much money.
- So the population determines how many people Green Bay sends to them.
- No, the pop-how much money we get for the grant.
- Recording in progress.

- Okay. Okay. Thank you.
- Any other questions anyone? Otherwise welcome. It's awesome to have that back up to full. And I guess I just need a motion to receive, and place on file.
- I'll make that motion.
- I'll second.
- All in favor?
- I vote and motion carry. We're gonna go on to number two, and I have a feeling, are you here for the Palms Tires?
- Correct.
- Okay.
- Mike Cashman, Lance Construction.
- Mike Castor?
- Cashman.
- Mike Cashman. Okay.
- C A S H M A N.
- All right, well just this initial request consideration with possible action on the request by Elder Scandal on behalf of Palms Tires to establish disabled parking zone on east side of Roosevelt Street between Main and Cedar Street. I know exactly where that is. Can I get a motion to open the floor for discussion?
- Excellent. And then I see we have addressed Mike Cashman. I don't know if you wanna speak first or if Dave...
- I'll send you open the floor maybe that makes sense.
- Perfect.
- Do you have it? You can put it up on the screen or...
- Sure.
- Yeah Mike, you're welcome to come...
- Basically Palms has got a unique site. Most of their property is crossed here, here coming along, and over here. The only building they don't own is that one there, and this one. This is a bar, and this is a badge of wholesale. We are working on this building right here, creating the front half in the corporate office, renovating from the warehouse and most their parking, they have a few stalls here, but most of the parking's here and here and here. And we want to have a couple handicap accessibles to the side door here. And they have 'em roll along the street, and go back to this corner. This corner gets pretty, I hate to say wild with traffic, and plus when they come around you with trucks and stuff, it's kind of a blind corner. You don't see 'em cause the building's so tall. And we were asking if with the new entrance here that's employee entrance, if we

could put a couple stalls along here. And I was actually there today on some other business and stuff. And then they asked this morning, if possible where these stalls are, if they could move over, move them ahead a little farther, get little bit more ways away from that corner. Just where when the vehicles coming around people could see and stuff.

- I have a question.

- Questions relative, do you have any?

- What we wanna do is put a curb cut in, so when they get out of their vehicle, the curb cut will be between the vehicles, and they go up on the sidewalk. And that's a nice white sidewalk, about eighth the sidewalk. So they can, so if there was a van that lift out on the right side, it can be left right on the sidewalk, the lift. Or once in a while if you get a driver, they'd have to come out on the intersection side. But then we thought if right now it's right here, if we can move it down almost even with this driveway, cause this is Palm's driveway, so they could control it better. Cause they keep that following everything. Cause the other thing is, the other reason they asked if they could move it ahead a little bit. This building here, we have no problem with the snow. This one here is lower, it's got a pit roof, and we get a lot of snow blowing off of there. So they felt that they moved it down, farther down, the street and sidewalk or stay cleaner.

- Thank you. Very much. Any questions?

- So is that area right now, is that just a daily parking or is that...

- Yes, I think, I don't know if you can see it on here, roughly 30 feet or so is no parking. There's a no parking sign then, they park from there on. So that way it keeps this in intersection clean. Right here is the sign

- And Dave, is that current? Because it looked like... I did the same thing. I looked at the street view, I saw the no parking signs. But then it looked like you had added some photos in your staff report. They looked a little bit more recent.

- Right, yeah, those were from the fall, when they actually started on the project. So as Mike had described that they're creating corporate offices in this, I guess you'd say the south end of the campus. But the primary entrance is actually right underneath that middle window.

- Give me a double glass real quick.

- Yeah, with sidelights it's in there right now.

- Yeah, it's already cut in.

- So yeah, so when we looked at this we determined that we gave them really two options. If you looked at the memorandum that was attached with the packet, there was one concern of mine that, you know, we didn't want to create a potential mid-block crossing in the future. So where it was initially proposed, which is right in front of the door, we didn't want that cause it was a potential for that being created there because there's a full flat curb. But rather what we said was, it'd be better to have that to the south. I think it was like 35 feet if I recall correctly, where it would actually line up with the driveway. And I think you just mentioned that, Mike. So that way there would not be a potential in the future for that cause it's an active driveway for crown in common. So that being said, we'd be acceptable to that, of course you know this is a cost will be warmed by the contractor or the company themselves. But you know, in my memo I stipulated that really need to take the process to traffic commission, traffic by competitive safe, prior to actually getting the construction going on it. Cause obviously if there was concerns on any of your parts, you know, that would not work well. So that being said, having two disabled spots have the curb ramp be in between 'em. At least that's what the diagram looked like that we had received from Bullard's, would be acceptable to us. The exact measurements

and dimensions at this point are still a little unclear, but I can tell you that they're probably going to be looking at about a 70 foot zone. My math would be this. We have 23 feet that would be standard for non street stall. And in talking to the project development team, when it comes down to the curb ramp construction, we're looking at about, with the taper and flat portion of the ADA curb ramp, you'd be looking at about 20 feet. So that we do math at 66, we round it to 70 just to make it easier to mark and feel and everything like that. So that being said, staff would move ahead with a recommendation to the traffic wagon head commission to establish. At this point in time we'll keep a generic, I would make the recommendation for two disabled stalls on the street on east side of Roosevelt Street in this block. I'll probably have those dimensions prior to putting the motion together. So if you're acceptable to that, I can clarify it with the actual dimensions and the final motion.

- Any other questions?

- You wanna close the floor?

- Make a motion to close the floor.

- Second.

- Yeah, one second.

- Then Dave, do you have a drawing of where exactly that is gonna be in relationship to their front entrance?

- I don't have a drawing but all I have is a memo which I can bring up, which I think you can somewhat tell where it would be. As you were mentioning, you can zoom in on this a little bit. So this is what they had requested. So this is approximately where that, where those three windows are and right below would be that main entrance where it is right now. So we'd be looking at actually moving that salt about 35 feet. Everything you see here.

- So the applicant expressed some concern, about moving them south because of the trucks and things that are turning around the corner. Is, is it still a viable option then for you?

- They're nervous if you go south because of the traffic that comes around that corner.

- Okay.

- Where they're saying either if we can keep it where it is or if we go north with it, you know, a little bit then you're in the, you're kind of in the center of the street so the cars and trucks get around the corner straightened out so they can see people.

- Right. And and just for clarity that existing no parking here at a corner zone, is exactly for that cause we do know that. I mean if you really think about it, that street network back there, it's really serves Palms.

- Yeah.

- I would say by 90% of your traffic's probably generated from your campus. So, and it's your truck drivers that are-

- Yep.

- In essence taking the benefit of that, no parking here at the corner, we don't see a need to change it just because it's worked at this lawn. What I would assure you is that we won't creep into that area. You know, I mean I think if you look at this, I mean this is probably roughly that 70 feet that we're looking at. So if we're

looking at moving to 35 feet south, you're looking at about half of this. So you know, the southern end of it would probably be somewhere down in here

- And that won't impact the two current no parking zone signs.

- It sh- well that, I don't know, it may shorten it up maybe a little bit, but at the end of the day, you know we look at truck turning and radiuses and things like that. The benefit that you have with this is that you actually have a skewed intersection. So that sweat path of say like a WB 65 truck shouldn't impact it. And at the end of the day we've got signalize equipment at that intersection that we want to preserve as well. So I think we'd be pretty confident. I mean I can tell you that once we do these final numbers, I'll make sure that truck traffic is gonna be accommodated with that turning.

- Would you be-

- I really don't think it's going to encroach into it, but if it does it'll be ever so slightly.

- Would there be any considerations if they didn't move north, or do you think there's a safety concern about that, or...?

- The only thing I would've to verify is that, you know, we have a driveway across from it. Cause at the end of the day my memo is predicated on not having that across from just blank curb because that all it does is just opens up a situation in the future. Could be 10 years from now, I'm long gone, whatever, I'm retired and someone comes along and says we want to get this mid block crossing because for whatever reason and a mid-block crossing in this area I don't think would be something really of any, I don't wanna say of any benefit but you know, I don't really see the need for it and we try not to set precedent have that, you know, we get asked all the time for this stuff. We open it up on this case and we're pretty much saying it anyway that, that's fair game.

- So basically I understand where the 2 stalls are now, long as we're pretty close across from the driveway. That's why they're kind of asking if you wanna be close to a driveway, could they move it ahead to be with the alley driveway?

- Possibly. I guess it's would have to be something we'd have to review in the field. I mean without me seeing it.

- Okay. You know, cause as you can tell from the memo it was predicated I'm moving it south. But if we have a similar situation where it's across from an alleyway, we may be open to that.

- Okay.

- But yeah and I mean if you wanted to really make the motion generic and then you know we can and we meet out time.

- And make sure you're comfortable with it.

- Yeah, I would think that, you know, we got enough of the snow melted that we could probably even set up a time this week to meet, and go look at it. But I'd be fine with moving as long as that curb ramp is across from some sort of an existing driveway.

- Okay. They're just thought they'd get it down a little farther they felt to be safer, and they said what if- can we use the alley as the driveway? You know?

- Right. Right.

- Because that's there.
- Yeah, so...
- I'd be open to looking at that as a possibility, and it sounds like we could possibly make it work. Obviously we have to look for utility conflicts and poles and things like that, you know, that could maybe make it complex. At least when I looked at this and reviewed it, I saw the feasibility of putting it south across from that driveway. I didn't see any other conflicts in mind. But yeah, we can certainly work out something like that but,
- Okay.
- And I guess just to add to this too, and I dunno if, is it Chris Bocknet or..
- Yes. Either architect.
- Yeah. Yeah. Cause when I had actually communicated with them, I wanted clarity and cause in the, in the memo I had really kind of given, you know, I said option one and two and he had said that option two was a preference.
- That's what it was until one o'clock today. Then they asked if since you're going to the meeting, can you ask?
- So yeah, but I would be open to looking at that.
- Yeah. Okay. So should I reach out to you the next day or two, or...
- Yeah. I could, yeah, if you want to just call 4483100, they'll just patch you into me.
- Okay.
- And yeah, we can set up a time to meet out there.
- So can I get a motion to approve a 70 foot disabled parking zone somewhere on that street that works?
- I'll motion for that.
- I'll second it.
- That's great. All in favor?
- It can't get any more generic.
- I think the pre- I think the preference would be to have it to the north a little bit though. Just to preserve your-
- To keep the-
- The no parking area. Yeah. Yes. I'll vote yes. We can do that Have that tidbit.
- Any opposed? Okay. Motion approved.
- Thank you.
- You're welcome.

- You're very welcome. Moving on to number three, consideration with possible action on the request by the Department of Public Works to change the no parking zone to a four hour parking on the west side of South Adams Street across from the Green Bay Water Utility campus.

- So if you read the agenda packet, you'll visually now see what I was referring to. So this, you can see the actual boxer, the trail connection now is actually has been made. And one thing I think maybe was absent from my narrative was that once this development is complete, sidewalk will actually go back in as well. So you let two pass you can go by. Sounds like . Sorry. I deviated but regard regardless, I did communicate with Elder Gavin who actually brought the item up that goes in mid late 2020 when this came up. And he was in support of it as well, to go ahead and make the modifications as we're proposing, and as stated as well that kind of wanted to get a balance, you know, we didn't just want to open it up to parking, because you know, we do know that there's a high demand, you know, under that rented lease spot underneath the Mason Street for Bellon Health employees. So we thought that this would be a good mixture, and we do know as well that with Green Bay Water Utility since our renovation, I do know that they do hold some, some training seminars and things like that. So I think that this would probably bode well in the area. So that's our recommendation.

- Is it gonna be meter parking or is it just open?

- Four hour? So we call it time limited.

- Okay.

- So it's kind of one step, I'd say probably below going meter. It's a little bit out of our meter district, so, you know, we just don't see the need to put that there to create that overturning demand. It's a little bit outside of that area.

- Motion.

- I'll second.

- All in favor?

- Any opposed? Okay. Motion carried. I'm gonna take the termination four and five together. Termination of 90 day trials.

- Was there any issues with it?

- No. No concerns.

- Okay.

- No cost complaints.

- I'll make a motion to approve.

- Motion to approve.

- Second.

- Okay. All in favor?

- Any opposed? Okay. Motion's carried. And we're gonna move on to informational request by Elder Stevens for a report on traffic enforcement activities.
- Thank you.
- You're welcome.
- You wanna start it off?
- I can.
- Yeah, you-
- Well, Dan is not here tonight. He is sick. So Dan and I do this every, this is our third year doing it, but we wanted to invite the both of you to our commission here. If you guys have any questions, right now would be the time to ask, regarding traffic for these two officers here. Any questions for them? Comments?
- Don't think so.
- I only have one now. You said you have a total of four now, right?
- Yes. So you're a hundred percent is that where you want to be?
- Yeah, one is sick today and one is out on personal leave, so...
- Right. Yeah.
- I was just curious if four was the capacity...
- Four is, four is the number. yeah.
- Okay.
- Fine thinking.
- So is traffic a coveted spot?
- To me it is. I really enjoy it. I mean, I've been a patrol officer for 23 years and now to go to this, it's like a, a fresher breath of air, you know, I mean, instead I'm going from call to call to call. I can go in and attack the things that I want to attack. And in reference to the traffic enforcement,
- A little more freedom after.
- Yes a little more freedom.
- Structure?
- Yeah. Yep. And not, like I said, going from call to call to call. Cause you, you kinda get burnt out after 23 years. So I, I really enjoy it, looking to retire from it.
- And myself on nights, most of my self-initiated time was traffic based, whether it was looking for impaired drivers or speed enforcement on my own. This was just something I really wanted to do and I enjoyed doing it.

- Well you both are pretty new at this, so thank Well thank you and welcome to the traffic division. Well Jeff, we're actually here for you, so...
- Okay.
- Last year we come to understand that you did 336 traffic citations last year. You were the highest in the patrol division, so congratulations to you.
- Thank you.
- So a little bit, the committee, a little bit about your background. You were born and raised in a Green Bay, and you chose to stay here with your wife and two children. So thank you for sticking around. We understand that you also worked for the Green Bay Correctional Institution in the mid nineties.
- Yep. And in 1998, 1999, green Bay decided to hire you as a police officer for 23 years. Congratulations on that. And we also understand you are also an active member of the dive team currently.
- I am.
- How are you liking that?
- Like it.
- Okay.
- Like it.
- And you're also a member of the Marine unit?
- Yes.
- Okay. So I also understand because your dedication to traffic, that's why you're in your position currently now. So congratulations to you.
- Thank you.
- We do have a little presentation to give for you. So if you wanna come up here. So on behalf of, you know, the committee here, the chief and the mayor, we would like to recognize your service for last year.
- Thank you.
- Congratulations.
- Thank you.
- I figured when we finished here, we'll get a photo of everybody.
- Congratulations.
- Thank you.
- So how many different chiefs have you worked under?

- Oh boy. I'd say probably eight. Eight. Including temporary chiefs. About eight. I'd say.
- You had Lewis twice.
- Yeah, that's right.
- You had Lewis, again.
- So nine. So quite a few. Quite a few.
- That's awesome. All right.
- Congratulations.
- On to the next. Congratulations.
- Thank you. Thank you.
- Keep up the great work.
- Oh, I will, I will. Trust me.
- Oh, he's gonna blow that number outta the water.
- Well now that you're doing it full time.
- We'll be recognized after this one.
- Actually, I shouldn't say he better.
- Pass that.
- You've been given a challenge.
- Available time to do it.
- Challenge accepted.
- That's too funny. Well, the next thing, next meeting is Monday, April 17th at this excellent new five o'clock time. Then public hearings. There's nothing. Can I get a motion to adjourn?
- A motion to adjourn.
- I second it.
- All in favor?
- Any opposed? Motion carried? 5:29 Yeah, definitely we can get some pics here.
- Take a photo. Do a photo of you with all of us.
- Set the standard now.

- See, he always blames on me for talking too much. I think it's him.
- You know, you can just sit. If only I would've.