

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, March 14, 2016
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Lieutenant Karl Ackermann, Alderman Mark Steuer, Chuck Karow, and Brigid Riordan

EXCUSED: None

OTHERS PRESENT: Ald. David Nennig and Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the agenda.

A motion was made by D. Theno, seconded by C. Karow, and carried to approve the agenda.

The items were proposed to be heard in order, but items were taken in this order: 1-9, 12-15, 10-11, and 16-19.

2. Approval of the minutes from the February 8, 2016 Traffic Commission meeting.

A motion was made by C. Karow, seconded by Ald. Steuer, and carried to approve the minutes from the February 8, 2016 Traffic Commission meeting.

3. Discussion, with possible action, on recent appointment and re-appointments to the Traffic Commission and election of Chair and Vice Chair.

Chuck Karow and Dan Theno were congratulated on their re-appointment which happened at the Tuesday, March 1 Common Council meeting. Their terms expire on March 1, 2019. A new appointment was confirmed at the same meeting for Brigid Riordan, whose term also expires on March 1, 2019. She summarized her experience and background. No chair or vice chair changes were made.

A motion was made by Ald. Steuer, seconded by C. Karow, and carried that Matt Kuepers remains Chair and Dan Theno remains Vice Chair of the Traffic Commission.

INITIAL REQUESTS

4. Request by Ald. Thomas De Wane to discuss, with possible action, a traffic problem on Challenger and Ontario Streets entering East Mason Street turning right coming from the north.

Eng. Hansen displayed an interactive map, noting 2 southbound approach lanes that carry through traffic at both intersections. He summarized intersection traffic counts, noting that about 80% of the southbound traffic at Mason-Challenger and at Mason-Ontario turns right. To improve traffic flow and reduce wait times, he recommended signing and marking both southbound approaches of each intersection with exclusive right turn lanes.

A motion was made by D. Theno, seconded by Ald. Steuer, and carried to:

- a. Change the existing southbound curb lane on Challenger Drive at East Mason Street from a through right-turn lane to a right-turn only lane.
- b. Change the existing southbound curb lane on Ontario Road at East Mason Street from a through right-turn lane to a right-turn only lane.

5. Request by Ald. Wery to establish a 4-WAY STOP condition at the intersection of Spence Street and Thorndale Street.

Eng. Hansen displayed an interactive map of the intersection. He stated a request was considered at the December meeting to flip the YIELD signs at this intersection (the request was received and placed on file). He presumes residents along Thorndale St are concerned more traffic will use Thorndale St after construction of a tentative driveway to a new development at the NE corner of Lombardi-Ridge. Development plans are not final. Staff does not support the construction of that driveway. Motorists on Oneida St and Ridge Rd may be avoiding the signals at Lombardi Ave, using Thorndale St as a cut-through route. Ald. Steuer confirmed Eng. Hansen's statements based on feedback from residents that attended a informational meeting about the development. A traffic impact study is in progress.

Eng. Hansen stated that this low volume intersection has an excellent safety record, with no crashes over the past 5 years. Adding STOP signs increases the chances of rear-end collisions, especially in a long-established neighborhood. He does not support adding STOP signs in what seems to be a pre-emptive request to reduce traffic from a potential development that doesn't have city support for a Thorndale St driveway.

Discussion took place that adding STOP signs would likely increase midblock speeds for those motorists trying to make up lost time at a STOP they deem unnecessary, and to wait and see the impacts of the proposed development before making any changes.

A motion was made by D. Theno, seconded by C. Karow, and carried to receive and place on file the request to establish a 4-WAY STOP condition at the intersection of Spence Street and Thorndale Street.

6. Request by Ald. Wery to establish a 4-WAY STOP condition at the intersection of Shirley Street and Locust Street.

Eng. Hansen displayed an interactive map of the intersection. He stated that a request to modify the intersection control has been made unsuccessfully multiple times over the decades (Sep 2003 (denied), Jul 2006 (denied), Dec 2008 (received and placed on file)). Eng. Hansen stated that currently the intersection operates under a 2-WAY YIELD condition where Locust St yields to Shirley St. The last crash to occur at the intersection was nearly 8 years ago. He attributed the safety record of the intersection to the trimming back of a tree on the NE corner, which was ordered in 2006 to improve intersection sight distance after the last request for stop signs at this location. He stated that about 5 years ago a request for traffic calming was made for Shirley St. It qualified and the study was conducted. Since the documented speeds did not exceed the threshold for program qualification, Shirley St was no longer considered a candidate for traffic calming measures.

A discussion took place about the condition of the tree, which was unknown.

A motion was made by C. Karow, seconded by D. Theno, are carried:

- a. To receive and place on file the request to establish a 4-WAY STOP condition at the intersection of Shirley Street and Locust Street.
 - b. That DPW staff review the intersection sight distance of Shirley Street and Locust Street.
7. Request by Ald. Wery (on behalf of the Western Corridor Neighborhood Association) to establish a NO STOPPING OR STANDING zone on both sides of Western Avenue at Hudson Street.

Eng. Hansen displayed an interactive map of the intersection and vicinity. He explained that concerns have been made of student pedestrian safety crossing Western Ave at Hudson St, as students leaving Franklin Middle School will cross Lore Ln and walk the "cat walk" just west of the City West Side Garage, which leads to the intersection of Western/Hudson. He stated that awaiting parents park on both sides of Western Ave, sometimes into the intersection, crosswalks, and driveways. He showed photos of this condition. He observed the school pick up time, where many students crossed the intersection.

A discussion took place how to improve motorist compliance such as police presence, parking enforcement, school educational material to parents, and about postponing the request one month to see if increased parking enforcement improves compliance.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to postpone the request to establish a NO STOPPING OR STANDING zone on both sides of Western Avenue at Hudson Street to the April 18, 2016 Traffic Commission meeting so staff can contact Franklin Middle School staff to ask they communicate parking concerns with student parents.

8. Request by Ald. Steuer to review the number of SPEED LIMIT 25 signs on both North Platten Street and North Locust Street between Dousman Street and Velp Avenue.

Eng. Hansen stated that he field-reviewed both streets, and found SPEED LIMIT 25 signs at the following locations:

North Platten Street. (44 ft clear roadway width; 1 travel lane in each direction w/parking)

Northbound: Just N of Division St; Just N of Mather St (after STOP condition)

Southbound: At Syringa Blvd; Just S of Mather St (after STOP condition)

North Locust Street (44 ft clear roadway width; 1 travel lane in each direction w/parking)

Northbound: Just N of Dousman St; Just N of Kellogg St; Just N of Bond St (after STOP condition); Just N of Mather St; Just N of Thomas St

Southbound: Just S of Velp Ave; Just S of Thomas St; Just S of Desnoyers St; Just S of Bond

He stated both streets are nearly identical except Locust St has more than double the number of SPEED LIMIT 25 signs. Both streets are offset and parallel to each other by one block. There is no requirement to post a residential street 25 because, by default, it has a regulatory speed limit of 25 when not signed. Slightly more traffic drives these two streets than a standard residential street that doesn't extend so many blocks. SPEED LIMIT 25 signs are sometimes posted after intersections with higher volume streets. The number of speed limit signs along Platten St is typical compared to Locust St, which has more than the standard amount of signs.

He is unaware why so many signs are on Locust St. He would be curious to review the results of a speed study along both streets conducted on the same days to determine if more speed limit signs are contributing to any speed reduction.

A motion was made by Ald. Steuer for staff to collect speeds on both Locust and Platten Streets from Dousman Street to Velp Avenue to determine the effectiveness of the number of SPEED LIMIT 25 signs along both streets.

A discussion took place that other neighborhoods have less SPEED LIMIT signs.

The motion was seconded by C. Karow and carried.

9. Request by Ald. Steuer to change the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Camm Place to a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone.

Eng. Hansen displayed an interactive map of the intersection and vicinity. He stated that a NO PARKING zone exists on the south side of Camm Pl.

A motion was made by Ald. Steuer, seconded by D. Theno, to suspend the rules.

Travis Steinberg (891 Camm Place) stated that an Allard Ave resident parks her vehicle with disabled plates on Camm Pl all day. That person also parks too close to the STOP sign at Camm/Allard, making it difficult to enter Allard Ave which is posted NO PARKING. There is another vehicle that parks there all day not from Camm Pl. Both Allard and Camm are narrow.

A discussion took place about off-street parking availability, leaving some spots at the dead end for parking where it doesn't impact traffic, about the state statute allowing disabled plated and hang tag vehicles to park all day in time-limited zones.

A motion was made by C. Karow, seconded by D. Theno, to return to regular order of business.

A motion was made by Ald. Steuer, seconded by D. Theno, that on a 90-day trial, to:

- a. Remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Camm Place.
 - b. Establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Camm Place.
10. Request by Ald. Steuer to consider safer and more effective alternatives to the present trail signage on Shawano Avenue (between Oneida and Fisk Streets) and on North Military Avenue (between Dousman and Bond Streets).

Eng. Hansen stated that the issues and concerns brought up here are not engineering related, but rather cultural related, as motorists in this area do not comply to pedestrian laws like they do in other states. He provided a recent personal experience he had in Arizona where motorists were stopping for pedestrians in crosswalks that were much less obvious and conspicuous than the Military and Shawano Ave crossings. There currently is an Assembly Bill being considered to change Wisconsin from a "YIELD to pedestrians" state to a "STOP to pedestrians" state.

Ald. Steuer stated the complainants are asking for motion sensors because the crossings are midblock and cross heavily traveled roads. They want a crossing like they have near Lawrence University in Appleton. Eng. Hansen stated that the Appleton crossing has significantly more conflicts and pedestrian traffic than the Green Bay crossings. He referred to a Colorado study that does not recommend flashing style crossings where pedestrian volumes are low. Eng. Hansen stated that no crashes have occurred at the Military and Shawano Ave crossings.

A discussion took place that the City should support a change to make Wisconsin a "STOP for pedestrians" state.

A motion was made by Ald. Steuer, seconded by C. Karow, and carried to receive and place on file the request to consider safer and more effective alternatives to the present trail signage on Shawano Avenue (between Oneida and Fisk Streets) and on North Military Avenue (between Dousman and Bond Streets).

11. Request by Ald. Steuer to review various school opening and closing times to see if there are safer and more efficient ways to better handle school bus and pedestrian traffic.

Ald. Steuer stated that Eng. Hansen emailed a link to the GBAPS school start and end times. <http://www.gbaps.org/Parents/Pages/School-Start-and-End-Times.aspx>

Ald. Steuer questioned if Traffic Commission had any say to change these times in order to improve traffic conditions near schools. C. Karow stated that a school start/end evaluation may need to consider street classification, coincidence with peak hours, and parking zone study. The Traffic Commission may not have the authority to adjust school times, but could make recommendations to the appropriate agencies.

A motion was made by Ald. Steuer, seconded by C. Karow, and carried to receive and place on file the request to review various school opening and closing times to see if there are safer and more efficient ways to better handle school bus and pedestrian traffic.

12. Request by Ald. Steuer to consider installing a left-turn arrow signal on southbound Military Avenue, turning east onto Bond Street.

Eng. Hansen displayed an interactive map of the intersection. It was designed like most signalized intersections along Military Ave with left turn pockets. He learned through the alder that a constituent stated the roadway grade makes it difficult to see opposing vehicles when turning left to go east on Bond St. He reviewed the 3-year crash history of the intersection, and stated that only 1 crash occurred between a southbound left turn vehicle and a northbound through vehicle. This took place on Sep 11, 2015, 1:35 PM. The southbound left turning vehicle made turn on yellow/red while the northbound through vehicle ran the red and crashed into the left-turning motorist. Adding a green left-turn arrow would not have prevented this crash. The crash history is extremely low at this intersection, especially with southbound lefts. He summarized the intersection traffic volumes, noting the low southbound left turn volume. He summarized the signal timings, and that there is up to 55 seconds of green each cycle for Military Ave. And when no traffic is on Bond St, the light stays green longer on Military Ave. Given the low southbound left turning volume, excellent crash history, and efficient timing plan, he doesn't see the need to make the change. Rather than the grade being an issue, perhaps the negative offset of the opposing left turn pockets is contributing to the concern.

A motion was made by Ald. Steuer, seconded by C. Karow, to suspend the rules.

Thomas Kujava (1480 Division Circle) stated he first recognized his concern in 1983 when he nearly collided with a northbound through motorcycle. He sees many near misses. There's a crown in Military Ave south of the intersection that is causing the issue. The northbound left turning movement does not have the same issue.

A motion was made by C. Karow, seconded by Ald. Steuer, to return to regular order of business.

Ald. Steuer agreed with T. Kujava's statements.

Eng. Hansen stated that the only ways to resolve the concern is to either add green/yellow/red arrows (left turn made only on a green arrow) or to reconstruct the intersection with positive offset left turn lanes (making it easy to see around opposing left turning vehicles). And without any crash patterns at this location, he sees no reason to make the change. Adding green/yellow/red arrows adds a lot of wait time to left-turning vehicles.

C. Karow asked how much the upgrade would cost. Eng. Hansen responded that there are many variables to the cost upgrade, especially since the signal equipment is very old and the underground system could be damaged. The signal may need to be fully reconstructed for this improvement if the underground system is damaged, if existing pole assemblies cannot support additional signal heads, and if mast arms are too short.

A motion was made by Ald. Steuer, seconded by C. Karow, to refer to DPW staff the request to consider installing a left-turn arrow signal on southbound Military Avenue, turning east onto Bond Street.

13. Request by Ald. Danzinger to consider the renaming of the Traffic Commission to the new designation of "The Bicycle, Pedestrian, & Traffic Commission."

A motion was made by Lt. Ackermann, seconded by C. Karow, to suspend the rules.

The following persons spoke in support of the request:

1. Alderman Brian Danzinger
2. Joshua Schwalbe (1216 Cherry St)
3. Jen Van Den Elzen (3742 Eastwood Ave, Allouez), Live 54218
4. Representative Eric Genrich (1089 Division St)
5. Dawn Goodwin (6076 County Road K, New Franken), Bay Shore Bicycle Club
6. Rhonda Sitnikau (1122 S Jackson St)

Public input summary:

- Area wide support to advance alternative transportation modes and plans
- Renaming is needed to better reflect the items already being addressed
- Renaming helps the City achieve other safe designations such as "bike friendly"
- Creating a subcommittee instead of renaming was supported by some alders
- Advisory/adjunct/subcommittees can "lose steam" after a period of name
- Need more frequency of the engineering side of things
- Renaming reflects that the city is making efforts to make it more bike and ped friendly

- Put “Pedestrians” before “Bicycle” in the name because pedestrians don’t have the same legal protection in Wisconsin as bicyclists
- Renaming or creating a subcommittee including the names “bike” and “pedestrian” is better than no change
- Mayor Schmitt and Director Grenier support renaming the Traffic Commission
- Many thanks to the existing Traffic Commission for addressing many past pedestrian and bicycle issues
- Support from both Live 54218 and Bay Shore Bicycle Club
- Many residents in District 4 support renaming
- Engineering staff do an excellent job incorporating bike/ped improvements

A motion was made by Ald. Steuer, seconded by C. Karow, to return to regular order of business.

A discussion took place that a name change won’t give the Commission any more power to order in bike and pedestrian improvements, like was witnessed in December when Traffic Commission recommended sidewalk installation but Council overturned that recommendation and sidewalks were not installed. Ald. Nennig welcomed the safety improvements that have been recommended by the Commission. Ald. Steuer stated that when other committees support Traffic Commission recommendations, then the improvements stand a better chance. Ald. Danzinger stated that the University Ave trail project was a good example of staff working with committee. With a renaming and municipal code change, there will be a way to create better connectivity between our streets and park trail systems. Name and code changes will bring about the conversations that lead to real world changes in our bike and pedestrian networks. Discussion continued that the word “traffic” is inclusive of bicycles and pedestrians, and some doubt whether a simple name change is going to lead to these changes. By adding “bike and ped” but leaving “parking” out of the name may not reflect on the Traffic Commission’s actual agenda and mission. Discounting other areas may lead to disenfranchising them.

Ald. Danzinger responded that other cities have committees and mission statements geared toward bicycle and pedestrian safety.

Motion was made in mass for Items 13 and 14.

A motion made by B. Riordan, seconded by Ald. Steuer, to refer to staff the request to consider the renaming of the Traffic Commission to the new designation of “The Bicycle, Pedestrian, & Traffic Commission.”

14. Request by Ald. Danzinger to consider revisions to the Municipal Code pertaining to the rule of the Traffic Commission in regards to access pedestrian/bike considerations and alternative traffic goals within the community.

Eng. Hansen summarized the proposed changes to Municipal Code 29.103, Traffic Commission. The code and changes can be found at the end of these meeting minutes. He is not familiar with the proposed code changes, and received it just prior to the meeting. The changes seem to be primarily a name change plus the new Commission would “manage and apply the City Pedestrian and Bicycle Plan”. He noted that the City does not have an official City Pedestrian and Bicycle Plan. However, the City contributes to the Brown County Bicycle and Pedestrian Plan.

Ald. Danzinger did not intend for this added text mean to create a new document but rather to the City's portion of the County Bicycle and Pedestrian Plan. He asked how the new code text could be changed to reflect the city's contribution to the County Plan, or a new stand-alone document. Eng. Hansen provided some opinions but would like to discuss the proposed code change with staff prior to giving a recommendation, and should contact the Legal Department to see if a name change can be made separate from the municipal code update.

A motion was made by B. Riordan, seconded by Ald. Steuer, to refer to staff the request to consider revisions to the Municipal Code pertaining to the rule of the Traffic Commission in regards to access pedestrian/bike considerations and alternative traffic goals within the community.

A motion was made by Ald. Steuer, seconded by C. Karow, to suspend the rules.

The following persons spoke in support of the request:

1. Jen Van Den Elzen (3742 Eastwood Ave, Allouez), Live 54218
2. Joshua Schwalbe (1216 Cherry St)

Public input summary:

- Support for the municipal code language as written, as the City has a bike-ped plan within the Smart Growth 2022 Plan
- Support for the municipal code language as written, as the City has a bike-ped plan within the Brown County Bicycle and Pedestrian Plan
- Other neighboring communities have bike/ped plans, and Green Bay should have its own plan
- It's important to have both local and regional plans and to coordinate them together

Ald. Danzinger reiterated his position and recognized the "99%ers Bike Group" present in the gallery tonight.

A motion was made by Ald. Steuer, seconded by C. Karow, to return to regular order of business.

Discussion took place that having a plan will help Commissioners defend future motions in support of bike and pedestrian improvements. But a plan is only a plan, and is just framework for future recommendations.

Motion carried.

POSTPONED FROM PREVIOUS MEETING

15. To refer to DPW for a crossing guard study along South Monroe Avenue near Aldo Leopold School. (Postponed from February 8, 2016 Traffic Commission meeting)

Eng. Hansen referred to his recommendations from the last meeting, which was to receive and place on file the request due to no students crossing during the morning period, and that 7 students crossed, all crossing with a parent in the afternoon, and because the intersection did not exceed morning and afternoon hazard ratings. Regarding the annual cost for a guard, he stated that one would cost about \$8,100. There is one guard that works an intersection abutting Aldo Leopold School and another one working an intersection blocks from the school.

A motion was made by Ald. Steuer, seconded by D. Theno, to suspend the rules.

Rhonda Sitnikau (1122 S Jackson St) asked for clarification of the study results, and requested in-street pedestrian signs along S Monroe Ave. She wants to know status of past items and motions pertaining to S Monroe Ave. She thanked Ald. Steuer for observing traffic with her during school times. She would like to calm traffic in general around the school. She wants a solution to alleviate traffic around Aldo, whether it's adding busing or creating more areas to load/unload students. She doesn't support changing school start and end times. She wants any change to encourage students to walk and bike to school.

Discussion took place about adding a park-n-ride area for the school, enforcement of existing parking zones, school informational material regarding parking/loading/unloading policies, the shortage of parking and police enforcement near schools during pick up and drop off times, that the warrants were far from being met for the crossing guard, that no teachers are outside during school release, and that the school should be contacted since City resources have been tapped out on this item.

A motion was made by C. Karow, seconded by Ald. Steuer, to return to regular order of business.

A motion was made by C. Karow, seconded by D. Theno, and carried to receive and place on file the crossing guard study along South Monroe Avenue near Aldo Leopold School.

TERMINATION OF TRIAL PERIODS

16. That, on a 90-day trial, to remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Ridge Road from a point 60 feet south of Shirley Street to a point 680 feet south of Shirley Street.

A brief discussion took place that some Notre Dame students/parents are not pleased with the changes noted in Items 16 through 19, but that those displaced parkers have found other streets to park on such as Ernst Dr or Neufeld St.

A motion was made by C. Karow, seconded by D. Theno, and carried to adopt by ordinance the removal of the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Ridge Road from a point 60 feet south of Shirley Street to a point 680 feet south of Shirley Street.

17. That, on a 90-day trial, to remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Ridge Road from a point 114 feet south of Shirley Street to a point 680 feet south of Shirley Street.

A motion was made by C. Karow, seconded by D. Theno, and carried to adopt by ordinance the removal of the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Ridge Road from a point 114 feet south of Shirley Street to a point 680 feet south of Shirley Street.

18. That, on a 90-day trial, to establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Ridge Road from a point 60 feet south of Shirley Street to Hickory Hill Drive.

A motion was made by C. Karow, seconded by D. Theno, and carried to adopt by ordinance to establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the east side of Ridge Road from a point 60 feet south of Shirley Street to Hickory Hill Drive.

19. That, on a 90-day trial, to establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Ridge Road from a point 114 feet south of Shirley Street to Hickory Hill Drive.

A motion was made by C. Karow, seconded by D. Theno, and carried to adopt by ordinance to establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Ridge Road from a point 114 feet south of Shirley Street to Hickory Hill Drive.

There being no other items of discussion, a motion was made by C. Karow, seconded by Ald. Steuer, and carried to adjourn from the regular order of business. The meeting ended at 8:04 P.M.

The next Traffic Commission meeting is scheduled for Monday, April 18, 2016, at 5:30 P.M. in Room 207.

29.103 PEDESTRIAN, BICYCLE and TRAFFIC COMMISSION

(1) COMPOSITION AND TERMS. There is created and established a Commission of seven members to be known as the City Pedestrian, Bicycle and Traffic Commission. Five of the commissioners shall be civilian members and appointed by the Mayor, subject to confirmation by the Council, for three-year terms. One member shall be an alderman appointed by the Mayor, subject to confirmation by the Common Council, for the balance of his/her present term in office; and the other member shall be the Policy Department Operations Commander, or his/her assign, and shall serve as an ex-officio voting member.

(2) POWERS AND DUTIES.

(a) General. The Pedestrian, Bicycle and Traffic Commission gives due consideration to both non-motorized and motorized traffic within the City. The Commission shall coordinate pedestrian, bicycle and traffic activities; carry out educational activities in pedestrian, bicycle and traffic matters; supervise the preparation and publication of pedestrian, bicycle and traffic reports; manage and apply the City Pedestrian and Bicycle Plan; receive complaints having to do with pedestrian, bicycle and traffic matters; and recommend to the Council and other City officials ways and means for improving pedestrian, bicycle and traffic conditions, including the acquisition of off-street parking and the administration and enforcement of traffic regulations.

(b) Temporary Regulations. To test proposed regulations under actual conditions, the City Pedestrian, Bicycle and Traffic Commission may make temporary regulations governing traffic for trial periods not to exceed 90 days. If such trial periods are deemed successful by the Commission, it shall make its recommendations accordingly to the Council so the Council may consider legislation to make such temporary regulations permanent.

(c) Self-Government. The City Pedestrian, Bicycle and Traffic Commission shall make its own rules regarding meetings and procedures and may enact such rules for attendance as to declare any of the civilian offices on the Commission vacant because of violation thereof.

(d) Residential Parking Districts. Subject to Council approval, the Pedestrian, Bicycle and Traffic Commission may promulgate regulations to implement and amend provisions relating to Residential Parking Districts as defined in Sec. 29.201(5), Green Bay Municipal Code. Such regulations shall become effective upon Common Council approval.