



# **AGENDA OF THE TRAFFIC, BICYCLE, and PEDESTRIAN COMMISSION**

**MONDAY, APRIL 16, 2018, 5:30 PM  
CITY HALL, ROOM 207**

## **A. Roll Call.**

- I. MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Barbara Dorff, Lieutenant Brad Strouf, Charles Karow, Brighid Riordan, and Ray Smith.

## **B. Approval of the Agenda.**

- I. Approval of the agenda.

## **C. Approval of Minutes.**

- I. Approval of the minutes from the March 19, 2018 Traffic, Bicycle, and Pedestrian Commission meeting.

## **D. New Business.**

- I. *General Business*: Report by the Police Department of the 2018 1st quarter serious injury and fatality crashes. **(All Alders)**
2. *Initial Request*: Consideration with possible action on the request by Ald. Dorff and Ald. De Wane to do a sidewalk study to have sidewalks installed on East Mason Street from Main Street to the I-43 Business Park on both sides of the street. **(Ald. Dorff - District 1 and Ald. De Wane - District 2)**
3. *Initial Request*: Consideration with possible action on the request by Ald. Steuer to study the traffic signal timings at Clement Street & University Avenue and at Riviera Lane & University Avenue. **(Ald. Moore – District 6)**

4. *Initial Request:* Consideration with possible action on the request by Ald. Moore to establish designated loading zones and delivery hours for downtown businesses and to seek input from Downtown Green Bay Incorporated (DGBI) and local business owners. **(Ald. Scannell – District 7 and Ald. Zima – District 9)**
5. *Initial Request:* Consideration with possible action on the request by Ald. Zima on behalf of area residents to establish a 4-WAY STOP condition at South Norwood Avenue and Victory Boulevard. **(Ald. Zima – District 9)**
6. *Initial Request:* Consideration with possible action on the request by Ald. Steuer to install a red blinker STOP sign on westbound Mather Street at North Locust Street due to concerns of safety and traffic flow. **(Ald. Steuer – District 10)**
7. *Referred Back From Study:* Consideration with possible action on the request by Ald. Sladek to discuss measures to improve pedestrian safety for crossing Packerland Drive at the intersection with He-Nis-Ra Lane. **(Ald. Sladek – District 12)**
8. *Referred Back From Study:* Consideration with possible action on the request by Ald. Moore to study pedestrian safety issues at Green Bay Packaging on Radisson Street. **(Ald. Moore – District 6)**
9. *90 Day Trial Terminations:* Remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.
10. *90 Day Trial Terminations:* Establish a NO PARKING BUS LOADING ONLY 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

#### **E. Informational.**

(includes Director's reports and other items that don't need to be voted on)

- I. Report by the Traffic Engineer about Multi-Jurisdictional Bicycle & Pedestrian Crosswalk Enforcement Day on Wednesday, May 9. **(All Alders)**

#### **F. Next Meeting Date**

- I. Monday, May 21, 2018, at 5:30 P.M. in Room 207.

#### **G. Public Hearings**

#### **H. Adjournment**

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT [www.greenbaywi.gov](http://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 Traffic, Bicycle & Pedestrian Commission will attend this meeting and will constitute a meeting of the Traffic, Bicycle & Pedestrian Commission 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.



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # B.I.**

Approval of the agenda.

**BACKGROUND**

**RECOMMENDATION**

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # C.I.**

Approval of the minutes from the March 19, 2018 Traffic, Bicycle, and Pedestrian Commission meeting.

**BACKGROUND**

**RECOMMENDATION**

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # D.I.**

*General Business:* Report by the Police Department of the 2018 1st quarter serious injury and fatality crashes.  
**(All Alders)**

**BACKGROUND**

**RECOMMENDATION**

Receive and place on file the report by the Police Department of the 2018 1st quarter serious injury and fatality crashes.

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # D.2.**

*Initial Request:* Consideration with possible action on the request by Ald. Dorff and Ald. De Wane to do a sidewalk study to have sidewalks installed on East Mason Street from Main Street to the I-43 Business Park on both sides of the street. **(Ald. Dorff - District 1 and Ald. De Wane - District 2)**

**BACKGROUND**

**RECOMMENDATION**

Refer to staff to study the need for sidewalks on both sides of East Mason Street from Main Street to the I-43 Business Park.

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # D.3.**

*Initial Request:* Consideration with possible action on the request by Ald. Steuer to study the traffic signal timings at Clement Street & University Avenue and at Riviera Lane & University Avenue. **(Ald. Moore – District 6)**

**BACKGROUND**

**RECOMMENDATION**

Receive and place on file the request by Ald. Steuer to study the traffic signal timings at Clement Street & University Avenue and at Riviera Lane & University Avenue.

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # D.4.**

*Initial Request:* Consideration with possible action on the request by Ald. Moore to establish designated loading zones and delivery hours for downtown businesses and to seek input from Downtown Green Bay Incorporated (DGBI) and local business owners. **(Ald. Scannell – District 7 and Ald. Zima – District 9)**

**BACKGROUND**

**RECOMMENDATION**

Receive and place on file the request to establish designated loading zones and delivery hours for downtown businesses and to seek input from Downtown Green Bay Incorporated (DGBI) and local business owners.

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # D.5.**

*Initial Request:* Consideration with possible action on the request by Ald. Zima on behalf of area residents to establish a 4-WAY STOP condition at South Norwood Avenue and Victory Boulevard. **(Ald. Zima – District 9)**

**BACKGROUND**

**RECOMMENDATION**

Refer to staff for study the request to establish a 4-WAY STOP condition at South Norwood Avenue and Victory Boulevard.

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # D.6.**

*Initial Request:* Consideration with possible action on the request by Ald. Steuer to install a red blinker STOP sign on westbound Mather Street at North Locust Street due to concerns of safety and traffic flow. **(Ald. Steuer – District 10)**

**BACKGROUND**

**RECOMMENDATION**

Receive and place on file the request to install a red blinker STOP sign on westbound Mather Street at North Locust Street due to concerns of safety and traffic flow.

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # D.7.**

*Referred Back From Study:* Consideration with possible action on the request by Ald. Sladek to discuss measures to improve pedestrian safety for crossing Packerland Drive at the intersection with He-Nis-Ra Lane. **(Ald. Sladek – District 12)**

**BACKGROUND**

Eng. Hansen stated that no pedestrian crashes have occurred at the intersection, and only 1 minor vehicle crash within the past 5 years. The school crossing signs were a bit faded. He contacted Brown County Public Works who stated they would install larger fluorescent yellow green signs. He recommended receiving and placing on file the request since sign upgrades have been made.

**RECOMMENDATION**

Receive and place on file the request to discuss measures to improve pedestrian safety for crossing Packerland Drive at the intersection with He-Nis-Ra Lane.

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

## MEETING DATE

April 16, 2018

## PREPARED BY

Dawn Strandberg, Clerk

## AGENDA ITEM # D.8.

*Referred Back From Study:* Consideration with possible action on the request by Ald. Moore to study pedestrian safety issues at Green Bay Packaging on Radisson Street. **(Ald. Moore – District 6)**

## BACKGROUND

Eng. Hansen distributed copies of the study to Commissioners (included at the end of the minutes). He provided improvement recommendations.

## RECOMMENDATION

A motion was made by A, seconded by B, and carried that the request to study pedestrian safety issues at Green Bay Packaging on Radisson Street results in the installation of the following fluorescent yellow-green background sign assemblies at or near the Radisson Street mid-block crosswalk at Green Bay Packaging:

- a) One (1) advance Pedestrian Crossing warning sign (MUTCD Code W11-2) placed 200 ft in advance in each direction (Sign Assembly Total = 2).
- b) One (1) far left Pedestrian Crossing warning signs (MUTCD Code W11-2) with Downward Diagonal Arrow supplemental plaques (MUTCD Code W16-7P) in each direction (Sign Assembly Total = 2)

## FISCAL IMPACT

## ATTACHMENTS

- I. M Ped Xing (Radisson at GBP)

# MEMORANDUM



Department of Public Works | Traffic Division

To: Traffic, Bicycle, & Pedestrian Commissioners Karow, Smith, Strouf, Kuepers, Theno, Dorff, & Riordan  
Public Works Director Steven Grenier, P.E.  
District 6 Alderman Joe Moore

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

Re: **Pedestrian Crossing Study**  
**Radisson Street at Green Bay Packaging South Parking Lot**

Date: Wednesday, April 4, 2018

This memorandum serves as DPW's response to a motion from a Traffic, Bicycle, & Pedestrian Commission (TBPC) meeting held on Wed Jun 28, 2017 to refer to staff to study pedestrian safety issues at Green Bay Packaging (GB-P) on Radisson Street. Attendees included Commissioners Kuepers, Theno, Karow, Riordan, Ald. Dorff, and Traffic Engineer Hansen. This memo will be presented at Mon Apr 16, 2018 meeting.

## Existing Site Conditions

The midblock crossing of Radisson St at GB-P is located on the near east side of the City of Green Bay, in Aldermanic District 6 (Ald. Moore). See Figures 1-3 for location maps.

*Figure 1 – General Location*

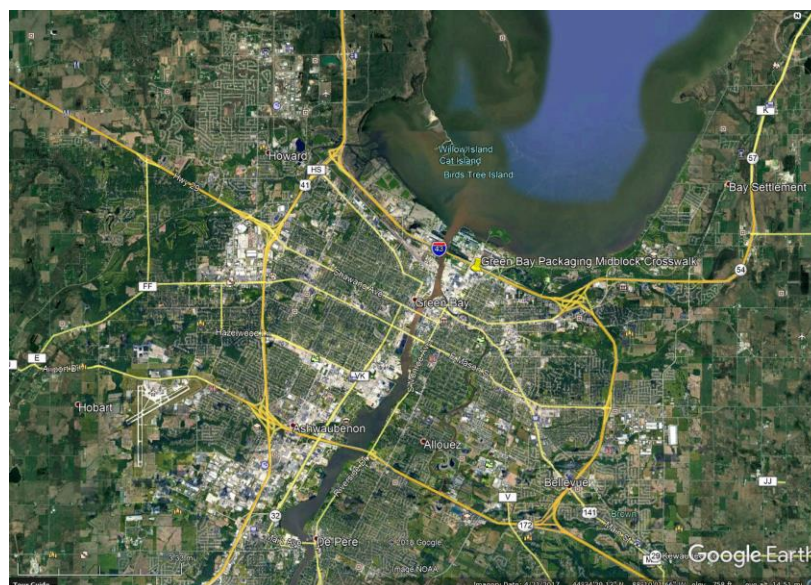
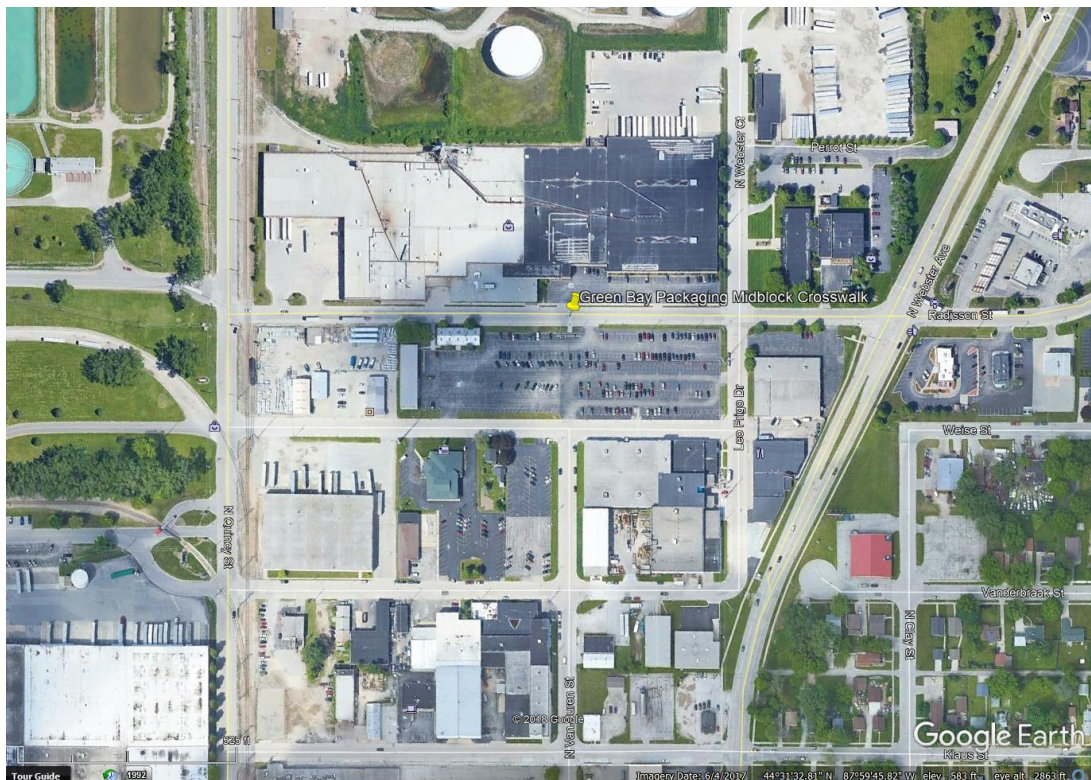


Figure 2 – Neighborhood View



Figure 3 – Intersection View



Radisson St is an undivided east-west minor arterial roadway with a concrete surface and consists of 1 through vehicle lane and 1 parking lane in each direction. Radisson St carries 5,500 vehicles per day on average. The posted speed limit is 25 mph. A midblock crosswalk exists 375 ft west of Leo Frigo Way. Sidewalk exists along the north side of Radisson St from a point 455 ft west of the midblock crosswalk to Leo Frigo Dr, and along the south side from a point 215 ft west of the crosswalk to a point 65 ft east of the crosswalk.

Street lighting exists along Radisson St through the midblock crossing and within the Green Bay Packaging parking lot.

The GB-P private driveways north and south of Radisson St provide for ingress and egress of parking lot traffic. Although not signed, the Green Bay Packaging driveways operate under YIELD condition. By Wisconsin State Statute, all driveway traffic shall yield the right-of-way to all road users. The north side of the midblock crosswalk leads to the Green Bay Packaging employee entrance and parking lot. The south side of the midblock crosswalk leads to another Green Bay Packaging parking lot.

Stopping sight distance (SSD) for Radisson St is 200 ft based on the design speed of 30 mph (design speed is 5 mph greater than the posted speed limit of 25 mph). SSD is more than the minimum required. No Green Bay Metro Transit bus routes or stops exist near the intersection.

Existing eastbound and westbound midblock crossing treatments include the Pedestrian Crossing warning sign (Manual on Uniform Traffic Control Devices (MUTCD) Code W11-2) with Downward Diagonal Arrow supplemental plaque (MUTCD Code W16-7P) at the crossing. Enhanced continental-style white crosswalk markings exist at the midblock crossing. The crossing distance is 40 ft.

There are no nearby marked and controlled crossings of Radisson St, although there is a STOP condition 760 ft away at N Quincy St and signal control 715 ft away at N Webster Ave. During the upcoming N Webster Ave roadway reconstruction project, the signal at Radisson-Webster will be upgraded to accommodate pedestrian crossings.

The nearest intersection is Leo Frigo Way, located 375 ft east of the midblock crossing. At no time during the observations did downstream vehicles queue back up into the pedestrian crossing.

A midblock crosswalk was constructed crossing Radisson St at GB-P in July 2016. GB-P has requested an active pedestrian treatment, the rectangular rapid flash beacon (RRFB), be installed at the crossing. RRFBs are not standard traffic control devices. The FHWA gave interim approval to RRFBs for optional use in limited circumstances upon request. The City no longer has FHWA interim approval since the reintroduction of the RRFB.

See Figures 4 through 9 for photos of the midblock crosswalk.

*Figure 4 – Eastbound Radisson St at Green Bay Packaging Midblock Crosswalk*



*Figure 5 – Westbound Radisson St approaching Green Bay Packaging Midblock Crosswalk*



*Figure 6 – Northbound Green Bay Packaging Midblock Crosswalk at Radisson St looking East*



*Figure 7 – Northbound Green Bay Packaging Midblock Crosswalk at Radisson St looking West*



*Figure 8 – Southbound Green Bay Packaging Midblock Crosswalk at Radisson St looking West*



*Figure 9 – Southbound Green Bay Packaging Midblock Crosswalk at Radisson St looking East*



## Crash History

No crashes have occurred at the midblock crosswalk.

## Vehicle and Pedestrian Traffic

Table 1 is a summary of the vehicle and pedestrian traffic observed.

*Table 1 – Vehicle and Pedestrian Traffic (Radisson St at GB-Packaging Midblock Crossing)*

| Item                                                        | AM                    | Mid-day | PM                    |
|-------------------------------------------------------------|-----------------------|---------|-----------------------|
| Time                                                        | 5:30 a.m. - 6:00 a.m. | n/a     | 1:30 p.m. - 2:00 p.m. |
| Date                                                        | 6/28/17               | n/a     | 6/28/17               |
| Day                                                         | Wed                   | n/a     | Wed                   |
| Major Street<br>Vehicular<br>Volume (1/2<br>Hourly Average) | 57                    | n/a     | 115                   |
| No. Peds/Bikes<br>(1/2 Hourly<br>Average)                   | 53                    | n/a     | 67                    |
| Major Street<br>ADT (veh/day)                               | 5500                  |         |                       |

## Discussion

In general, both AM and PM peaks had pedestrians crossing Radisson St but with low volumes of conflicting vehicular traffic. If vehicle flow and spacing was equal, then the gaps would be about 32 seconds during the AM peak and about 16 seconds during the PM peak. A conservative crossing time based on 3.5 feet per second is about 11 seconds. In other words, there are plenty of vehicle gaps during both peaks for pedestrians to cross. Pedestrian wait time is low to none.

The Manual on Uniform Traffic Control Devices (MUTCD) traffic signal warrants were reviewed. Warrant 4, Pedestrian Volume, was not met. Also, pedestrian hybrid beacon warrants were evaluated but not met.

During the TBPC meeting when the request was initially presented, Ald. Moore stated he drives past the subject midblock crosswalk daily and that motorist compliance to pedestrians crossing is poor. He stated he saw trucks stop for pedestrians then motorists pass the trucks on the left. During the field study data collection process, city staff did not witness this type of motorist behavior.

When evaluating the results of the pedestrian survey compared to the November 2011 City of Boulder Pedestrian Crossing Treatment Installation Guidelines, the recommendation would be to consider installing a “marked crosswalk with enhanced road-side signs”. The existing pedestrian signs and markings do not fulfill the Boulder report’s recommendations. However, the continental crosswalk markings are considered an enhanced application. Midblock crossings may need more treatments than intersection crossings since they are not as frequent and can be unexpected locations for pedestrians to cross. Doubling up or far left signs at midblock crossings, especially in locations where one direction may see more pedestrian volume than the other such as during a plant shift change, can improve driver clarity of pedestrian crossing activity.

## **Conclusions**

Existing pedestrian, vehicular, and roadway conditions do not warrant the installation of traffic signals, pedestrian hybrid beacons, or other active pedestrian crossing improvements. The existing treatments do meet the requirements of the City of Boulder Pedestrian Crossing Treatment Installation Guidelines. Enhanced roadside sign treatments should be considered.

## **Recommendations**

To install the following fluorescent yellow-green background sign assemblies on Radisson Street at the Green Bay Packaging midblock crosswalk:

1. One (1) advance Pedestrian Crossing warning sign (MUTCD Code W11-2) placed 200 ft in advance in each direction (Sign Assembly Total = 2)
2. One (1) far left Pedestrian Crossing warning signs (MUTCD Code W11-2) with Downward Diagonal Arrow supplemental plaques (MUTCD Code W16-7P) in each direction (Sign Assembly Total = 2)



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # D.9.**

*90 Day Trial Terminations:* Remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

**BACKGROUND**

**RECOMMENDATION**

Remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # D.10.**

*90 Day Trial Terminations:* Establish a NO PARKING BUS LOADING ONLY 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

**BACKGROUND**

**RECOMMENDATION**

Establish a NO PARKING BUS LOADING ONLY 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Ninth Street from a point 200 feet west of Ridge Road to a point 100 feet west of Ridge Road.

**FISCAL IMPACT**

**ATTACHMENTS**

None



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

**MEETING DATE**

April 16, 2018

**PREPARED BY**

Dawn Strandberg, Clerk

**AGENDA ITEM # E.1.**

Report by the Traffic Engineer about Multi-Jurisdictional Bicycle & Pedestrian Crosswalk Enforcement Day on Wednesday, May 9. **(All Alders)**

**BACKGROUND**

Eng. Hansen stated that an “Operation: Frogger” style enforcement effort will take place on Wed May 9 by three agencies: City of De Pere, Village of Howard, and the University of Wisconsin – Green Bay. This operation will consist of plain-clothes officers or community service interns crossing various streets at crosswalks while traffic officers enforce state laws and local ordinances relative to bike and pedestrian safety. Motorists not yielding to bicyclists and pedestrians within crosswalks will be pulled over and either warned or cited based on the violation. Informational materials will also be handed out to violating motorists explaining to them what they did wrong. Motorists that obey the bike and ped laws may also be pulled over and offered awards for their knowledge and observance of these important traffic laws. These enforcement efforts are being made to improve all road users’ knowledge and compliance of bicycle and pedestrians rights within street rights-of-way.

**RECOMMENDATION**

Receive and place on file the report by the Traffic Engineer about Multi-Jurisdictional Bicycle & Pedestrian Crosswalk Enforcement Day on Wednesday, May 9.

**FISCAL IMPACT**

**ATTACHMENTS**

None