



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, SEPTEMBER 21, 2020, 5:30 PM

**Virtual Meeting
Public may view via Zoom.**

A. Zoom Meeting Information

- I. This item contains documents which provide call in information and instructions for the Zoom Meeting.

B. Roll Call.

- I. *Members:* Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Brad Strouf, Brigid Riordan, and Ray Smith (1 vacancy).

C. Approval of the Agenda.

- I. Approval of the Monday, September 21, 2020 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

- I. Approval of the Monday, July 20, 2020 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

E. Regular Business.

- I. *Initial Request:* Consideration with possible action on the request by Ald. Gerlach to establish a NO PARKING HERE TO CORNER zone on the south side of Fern Lane at Bader Street. (Ald. Gerlach – District 3)

2. *Initial Request:* Consideration with possible action on the request by Ald. Galvin to remove the NO PARKING MONDAY THROUGH FRIDAY zone on the west side of Irwin Avenue from Cass Street to Mason Street. (Ald. Galvin – District 4)
3. *Initial Request:* Consideration with possible action on the request by Ald. Stevens on behalf of Stillmank Beer Company to change the NO PARKING zone on the north side of Mills Street just west of Henry Street to a NO PARKING 15 MINUTE LOADING zone. (Ald. Stevens – District 5)
4. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to move to ordinance the speed limit reduction on Hillcrest Drive from Haven Place to West Point Road from 35 mph to 25 mph. (Ald. Brunette - District 12)
5. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to modify Sec. 29.203. - Class "B" parking violations (4) Railroad Crossing to match Wisconsin State Statutes by reducing the distance that a vehicle can be parked from a railroad crossing from 50 feet to 25 feet. (All Alders)
6. *Referred Back from Study:* Consideration with possible action on the request by Ald. Stevens to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from University Avenue to Vanderbraak Street. (Ald. Stevens - District 5)
7. *Termination of 90-Day Trial:* Remove the 4-HOUR PARKING ZONE on the south side of Cass Street from Roosevelt Street to Irwin Avenue.

F. Informational.

- I. Next Meeting: Monday, October 19, 2020 at 5:30 p.m. Location TBD.

G. Public Hearings.

H. Adjournment.

- I. Adjournment of the current 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.

Virtual Meeting Instructions

Traffic, Bicycle, & Pedestrian Commission 9-21-2020



Zoom Meeting Information

Join Zoom Meeting

<https://us02web.zoom.us/j/83714378088?pwd=LzI1dVdEVy82bnA0ajNjL29Wd2t2QT09>

Meeting ID: 837 1437 8088

Passcode: 559567

One tap mobile

+13017158592,,83714378088#,,,,,0#,,559567# US (Germantown)

+13126266799,,83714378088#,,,,,0#,,559567# US (Chicago)

Dial by your location

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

Meeting ID: 837 1437 8088

Passcode: 559567

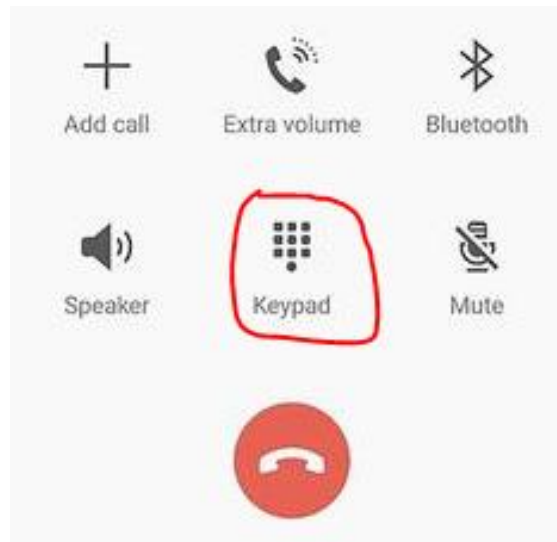
Find your local number: <https://us02web.zoom.us/j/83714378088?pwd=LzI1dVdEVy82bnA0ajNjL29Wd2t2QT09>

Additional Information

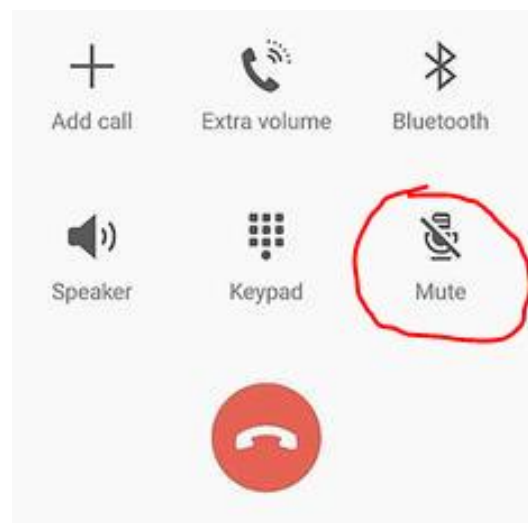
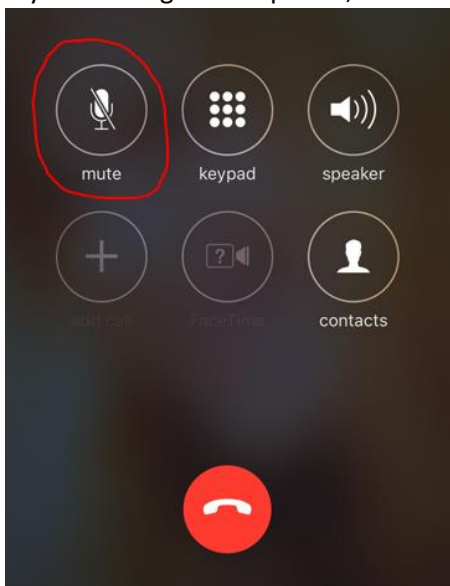
1. Wisconsin Open Meetings Law still applies
 - a. Persons interested in speaking to an item must give their name and address
 - b. Committee/Commission/Board members will still follow *Roberts Rules of Order*
2. All zoom meetings will have a password in the instructions. Please enter when prompted.
3. Please log into the Zoom meeting 10 minutes before the meeting starts to ensure proper technology is working.
 - a. If you are a Board Member, please log into [CivicClerk](#) with a computer, laptop, or tablet device.
4. Once you are in the meeting please mute yourselves.
 - a. You may unmute yourself when you are called upon to speak.
5. Waiting room
 - a. When you call in, all callers/participants will be placed in a “waiting room.”
 - b. Persons on the agenda will be admitted to the meeting, and then once the item is concluded, the host will permanently mute you from the meeting (you can still hear the meeting).
6. Using Zoom with a tablet or computer
 - a. Tablet—you will be asked to sign in. Download the app either with the Apple Store or the Play Store
 - b. Computer—you will be asked to sign in. You may download the app or click on the link to open Zoom in your browser.
7. Registering
 - a. The host may ask you to register for the meeting. A registration link will be sent to you along with the invite. You’ll receive another email confirming that you’re registered for the meeting.
 - b. If you’re using a phone, your registration will still be tied to an email.
8. Raising your hand
 - a. Committee members—you can either use CivicClerk and request to speak or you can “raise your hand” in the zoom meeting (you’d need to use a computer or tablet) to let the host know you’d like to speak. You can also un-mute yourselves and start speaking.
 - b. Persons on the agenda—you can “raise your hand” but you’d need to use a computer. You will be allowed to speak, per Wisconsin Open Meetings Rules, once the committee has “opened the floor for interested parties to speak.” Once the committee is finished with your agenda item, the host will mute you permanently, unless the committee opens the floor again.
9. What devices should I use?
 - a. Smart phone (please see more detailed instructions on page 3)
 - b. Land line
 - c. Tablet—well in advance of the meeting, please download the Zoom Meeting app before you join a meeting by using either the Apple Store or the Play Store. You will be asked to input your name, thus identifying you for the meeting. You’ll also be asked to verify your email.
 - d. Computer—well in advance of the meeting, please download the Zoom Meeting app, but you can also click on a link to open the Zoom Meeting in your browser. You will be asked to input your name, thus identifying you for the meeting.
 - e. For tablet and computer users—if you download the app you will be asked to verify your email.
10. Zoom etiquette
 - a. Muting yourselves when you’re not talking will prevent your background noise from interfering with others’ ability to listen to and participate in the meeting.
 - b. If you’re using a telephone, please identify yourself with your phone number and name before you speak. Zoom meeting hosts can see only your telephone number and will ask you to identify yourselves.
11. Closed session
 - a. Persons in the Zoom meeting will be put into a waiting room while the committee meets in Closed Session. Participants will be admitted back into the Zoom meeting once the committee reconvenes in Open Session.
 - b. Persons watching live on YouTube will see a gray screen with the City logo during closed session.
12. Persons interested in attending anonymously or listening to the meeting may call in by dialing *67 followed by the phone number above.

Calling into the Zoom meeting using a smartphone

1. Dial the phone number listed at the beginning of this document.
2. When prompted, enter the Meeting ID number followed by #
 - a. If you're using a smartphone, you can access the keypad by clicking "Keypad" on your screen



3. Once you are in the meeting, notify the meeting host that you are in and state your name.
4. If you do not need to talk, please make sure your phone is on **Mute**
 - a. If you're using a smartphone, look at your screen and click the Mute button



- b. If you're using a computer, you should see a Mute button in the Zoom application





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

MEETING DATE

September 21, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.I

Initial Request: Consideration with possible action on the request by Ald. Gerlach to establish a NO PARKING HERE TO CORNER zone on the south side of Fern Lane at Bader Street. (Ald. Gerlach – District 3)

BACKGROUND

It's been reported that motorists are parking too close to Bader St on the south side of Fern Ln. This produces concerns and issues with obstructing the eastbound right turning movement and narrowing the roadway making it tight when school buses turn on and off of Bader St. The steep slope of Fern Ln approaching Bader St also adds a level of complexity. Complainant across the street also has had difficulty entering and exiting their driveway when a vehicle is parked in this area. The issue is exaggerated during school bus pick up and drop off times.

RECOMMENDATION

On a 90-day trial, to establish a NO PARKING zone on the south side of Fern Lane from a point 80 feet west of Bader Street to Bader Street.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

September 21, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.2

Initial Request: Consideration with possible action on the request by Ald. Galvin to remove the NO PARKING MONDAY THROUGH FRIDAY zone on the west side of Irwin Avenue from Cass Street to Mason Street. (Ald. Galvin – District 4)

BACKGROUND

Two residents mid-block on S Irwin Ave between Cass and Mason Sts have a need for on-street parking during the week. They are requesting the removal of the existing NO PARKING MONDAY THRU FRIDAY zone in front of their homes. Given that the school no longer exists just south of them, there is no need for the NO PARKING restriction any longer.

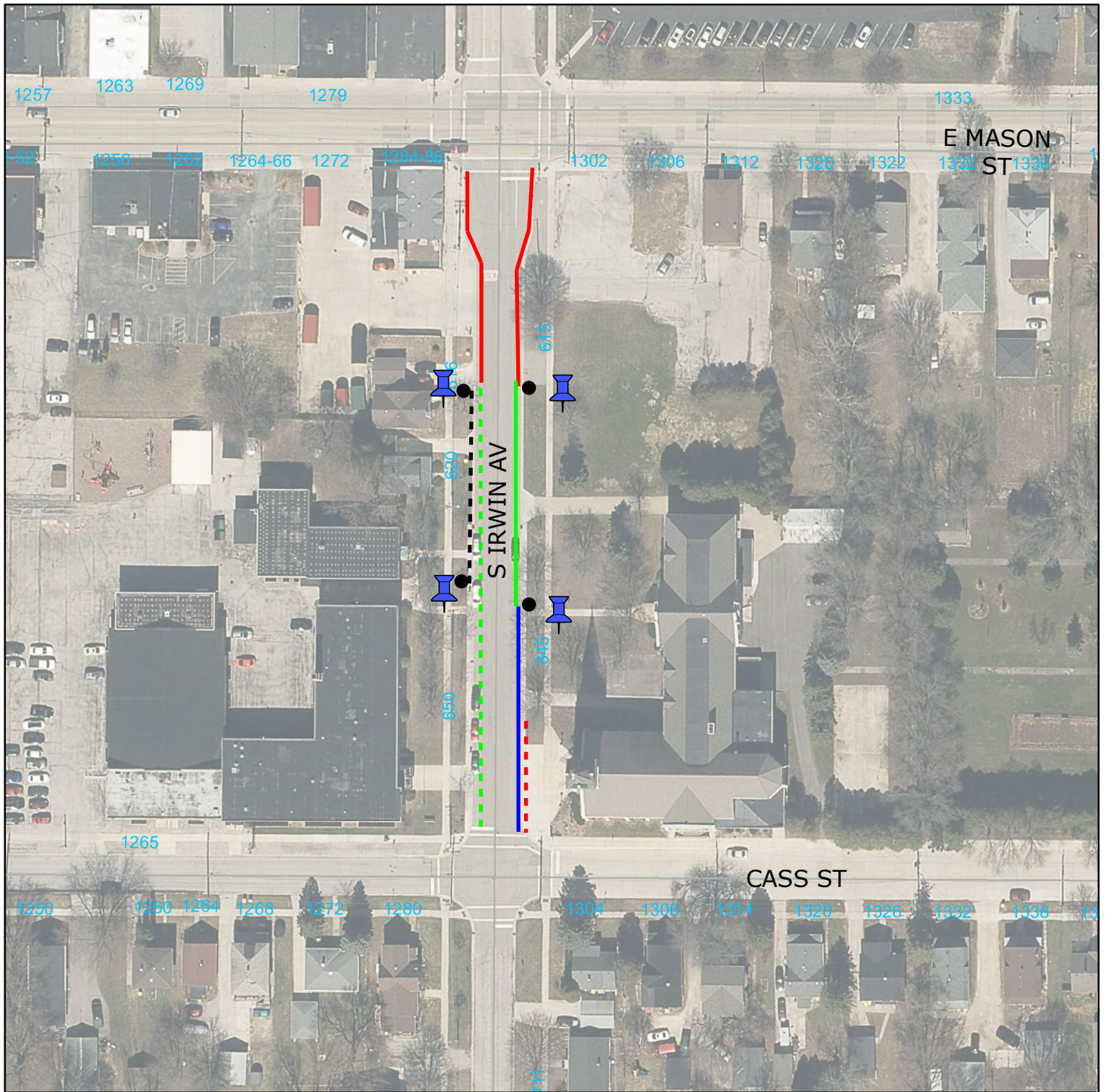
RECOMMENDATION

That, on a 90-day trial, to remove the NO PARKING MONDAY THROUGH FRIDAY zone on the west side of Irwin Avenue from a point 200 feet north of Cass Street to a point 130 feet south of Mason Street.

FISCAL IMPACT

ATTACHMENTS

- I. E2 - MAP 600 S Irwin Ave PARKING



• Ald. Galvin requested information regarding parking restrictions on the 600 block of S. Irwin.

1 in = 100 ft



No Parking

IRWIN AVENUE, east side, from a point 30 feet north of Mason Street to a point 70 feet south of Mason Street.

IRWIN AVENUE, east side, from Cass Street to a point 90 feet north of Cass Street (Passenger Loading Only) **No longer signed.**

IRWIN AVENUE, west side, from a point 60 feet north of Mason Street to a point 200 feet north of Cass Street.

IRWIN AVENUE, west side, from Cass Street to a point 200 feet north of Cass Street (No Parking Monday - Friday).

Disabled Parking

IRWIN AVENUE, east side, from a point 85 feet north of Cass Street to a point 165 feet north of Cass Street (Weekends only). Adjacent property owner to remove snow right up to curb during winter months to maintain clear access from curb side of vehicles. Snow windrows not permitted in this zone. When the built sidewalk in terrace the didn't want Passenger Loading sign replaced because it would interfere with snow removal. Ordinance needs to reflect this change.

Two Hour Parking

IRWIN AVENUE, east side, from a point 70 feet south of Mason Street to a point 410 feet south of Mason Street (7AM - 7 PM Monday - Friday)

IRWIN AVENUE, west side, from 60 feet south East Mason Street to Cass Street (Saturdays and Sundays only).



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

MEETING DATE

September 21, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.3

Initial Request: Consideration with possible action on the request by Ald. Stevens on behalf of Stillmank Beer Company to change the NO PARKING zone on the north side of Mills Street just west of Henry Street to a NO PARKING 15 MINUTE LOADING zone. (Ald. Stevens – District 5)

BACKGROUND

It has been reported that Stillmank Beer Company staff have received parking citations while loading in this area. They need that area for loading and unloading.

RECOMMENDATION

On a 90-day trial, to:

A. Remove the NO PARKING zone on the north side of Mills Street from a point 80 feet west of Henry Street to Henry Street.

B. Establish a NO PARKING 15-MINUTE LOADING zone on the north side of Mills Street from a point 80 feet west of Henry Street to Henry Street.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

September 21, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.4

Initial Request: Consideration with possible action on the request by the Traffic Engineer to move to ordinance the speed limit reduction on Hillcrest Drive from Haven Place to West Point Road from 35 mph to 25 mph. (Ald. Brunette - District 12)

BACKGROUND

Hillcrest Dr (Haven Pl to W Mason St) was recently reconstructed. All roadway signage was upgraded as part of that project. During the re-signing of the roadway, it was discovered that the traffic speed limit regulations did not match what used to be signed just prior to reconstruction.

Prior to May 8, 1995, the posted speed limit on Hillcrest Dr (Haven Pl to W Mason St) was 35 mph. The Traffic Commission approved the requested speed limit reduction on Hillcrest Dr (Haven Pl to West Point Rd) to 25 mph during their meeting on May 8, 1995 based on the study results from DPW staff. The speed limit signs were changed shortly thereafter but the 90-day trial results were never brought back to the Traffic Commission meaning the speed limit was never officially adopted. This request today is brought forward to officially close the trial period and adopt the speed limit by ordinance.

RECOMMENDATION

To remove the SPEED LIMIT 35 zone on Hillcrest Drive from Haven Place to Mason Street.

To establish a SPEED LIMIT 25 zone on Hillcrest Drive from Haven Place to West Point Road.

To establish a SPEED LIMIT 35 zone on Hillcrest Drive from West Point Road to Mason Street.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

September 21, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.5

Initial Request: Consideration with possible action on the request by the Traffic Engineer to modify Sec. 29.203. - Class "B" parking violations (4) Railroad Crossing to match Wisconsin State Statutes by reducing the distance that a vehicle can be parked from a railroad crossing from 50 feet to 25 feet. (All Alders)

BACKGROUND

It was noted that there was a difference between State law and City ordinance regarding how close to a rail crossing a motorist can park. Since the difference is minor, we are recommending that we change City ordinance to match State law.

RECOMMENDATION

A. Remove Sec. 29.203. - Class "B" parking violations (4) Railroad Crossing that no vehicle shall be parked within 50' of the nearest railroad crossing.

B. Establish Sec. 29.203. - Class "B" parking violations (4) Railroad Crossing that no vehicle shall be parked within 25' of the nearest railroad crossing.

FISCAL IMPACT

ATTACHMENTS

- I. DRAFT GO 33-20 - Amend 29.203 Class B Parking Violations

GENERAL ORDINANCE NO. 33-20

**AN ORDINANCE
AMENDING SECTION 29.203(4),
GREEN BAY MUNICIPAL CODE,
RELATING TO PARKING REGULATIONS**

THE COMMON COUNCIL OF THE CITY OF GREEN BAY DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 29.203(4), Green Bay Municipal Code, is hereby amended to read:

29.203 CLASS “B” PARKING VIOLATIONS.

(4) RAILROAD CROSSING. No vehicle shall be parked within 50' **twenty-five (25) feet** of the nearest railroad crossing.

SECTION 2. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed.

SECTION 3. Effective date. This ordinance shall take effect on and after its passage and publication.

Dated at Green Bay, Wisconsin, this _____ day of _____, 2020.

APPROVED:

Mayor

ATTEST:

Clerk

LJM

10/06/2020



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

MEETING DATE

September 21, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.6

Referred Back from Study: Consideration with possible action on the request by Ald. Stevens to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from University Avenue to Vanderbraak Street. (Ald. Stevens - District 5)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. N Webster Counts and photos
2. M speed study N Webster Ave (University Ave - VanderBraak St) 2020.djah

MEMORANDUM



Department of Public Works | Traffic Division

To: Traffic, Bicycle, & Pedestrian Commission
Public Works Director Steven Grenier, P.E.

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

Re: **Speed Study, North Webster Avenue (University Avenue to Vanderbraak Street)**

Date: Fri Sep 18, 2020

This memorandum serves as my response to the Traffic, Bicycle, & Pedestrian Commission motion at the Mon Feb 17, 2020 meeting to refer to staff the request to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from University Avenue to Vanderbraak Street.

This memo will be presented at the Mon Sep 21, 2020 Traffic, Bicycle, & Pedestrian Commission meeting.

Existing Site Conditions

The segment of North Webster Ave from University Ave to Vanderbraak St is located on the east side of the City of Green Bay in Aldermanic District 5 (Ald. Craig Stevens). See Figure 1 for General Location and Figure 2 for a neighborhood view of the corridor.

Figure 1 – General Location

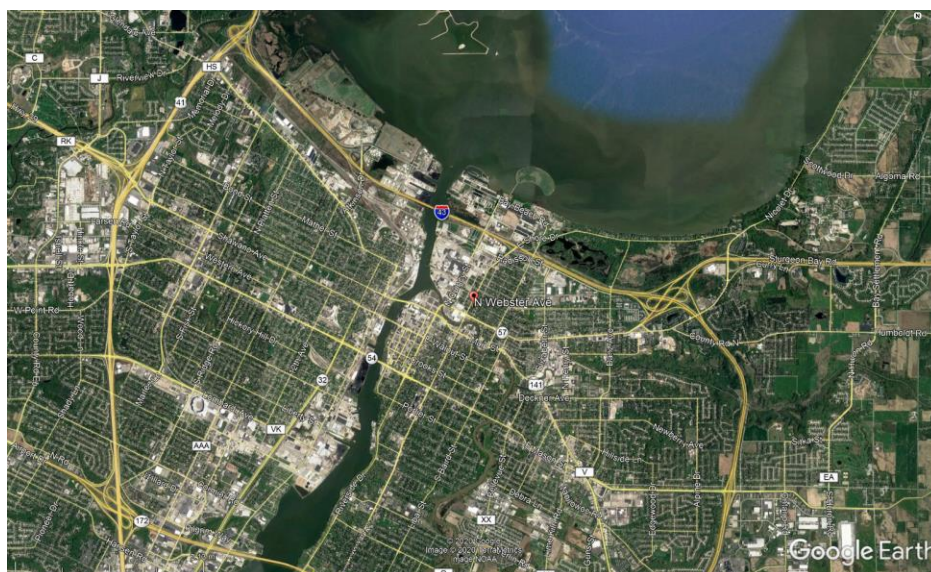
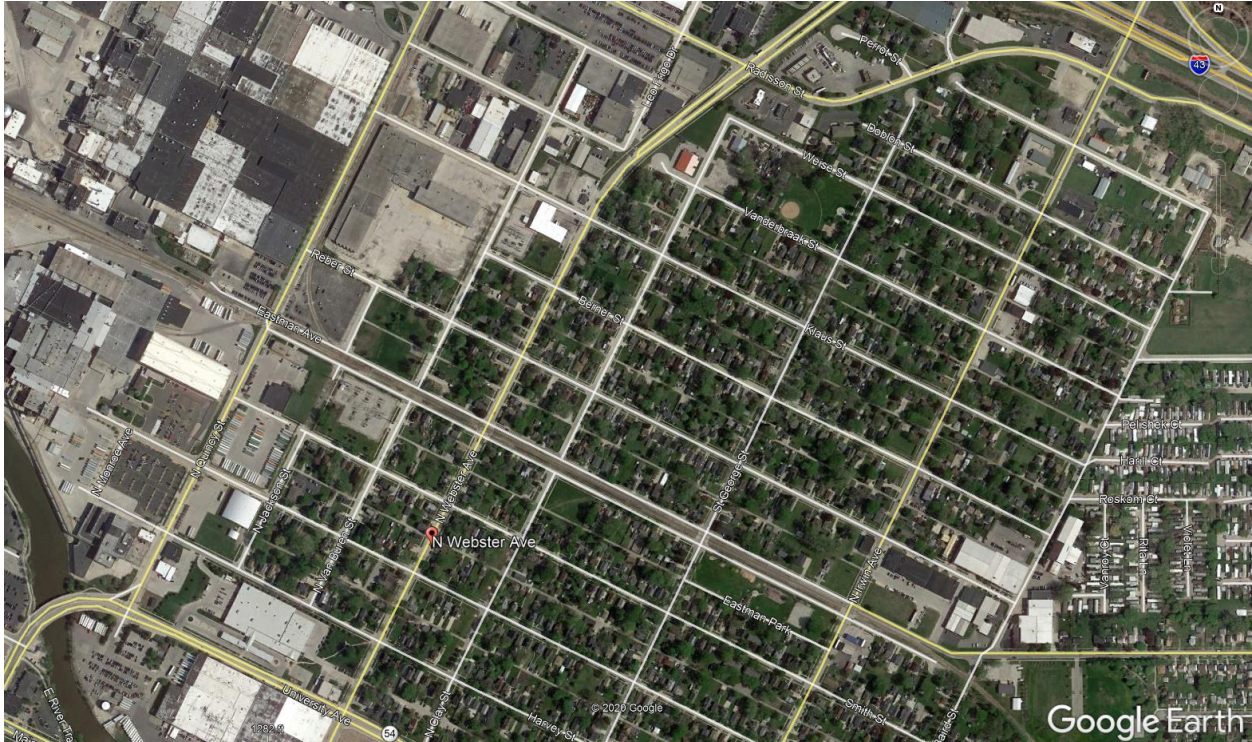


Figure 2 – Neighborhood View



North Webster Ave is an urban arterial street. The posted speed limit is 25 mph south of Klaus St and 35 mph north of Klaus St. Properties abutting the roadway are single and multi-family residential homes plus industrial toward the north end of the study area. Sidewalk exists along the west side of North Webster Ave. A multi-use path exists along its east side. The roadway was reconstructed in 2019 with concrete pavement. Clear roadway width is 78 and includes a 21 foot boulevard median. It consists of 2 vehicle lanes plus 1 bike lane in each direction. Parking is restricted on North Webster Ave.

The intersections with University Ave and Radisson St are signalized. All side streets STOP for Webster Ave. Both industrial and residential development surrounds the corridor. Total corridor length is about 3,900 ft (0.74 mile). New street lighting exists along North Webster Ave. Photos in Figures 3a-3f show the study area and count locations.

Figure 3a – Southbound North Webster Ave near Smith St (near count location)



Figure 3b –Northbound North Webster Ave at Smith St (near count location)



Figure 3c – Southbound North Webster Ave near Berner St (near count location)



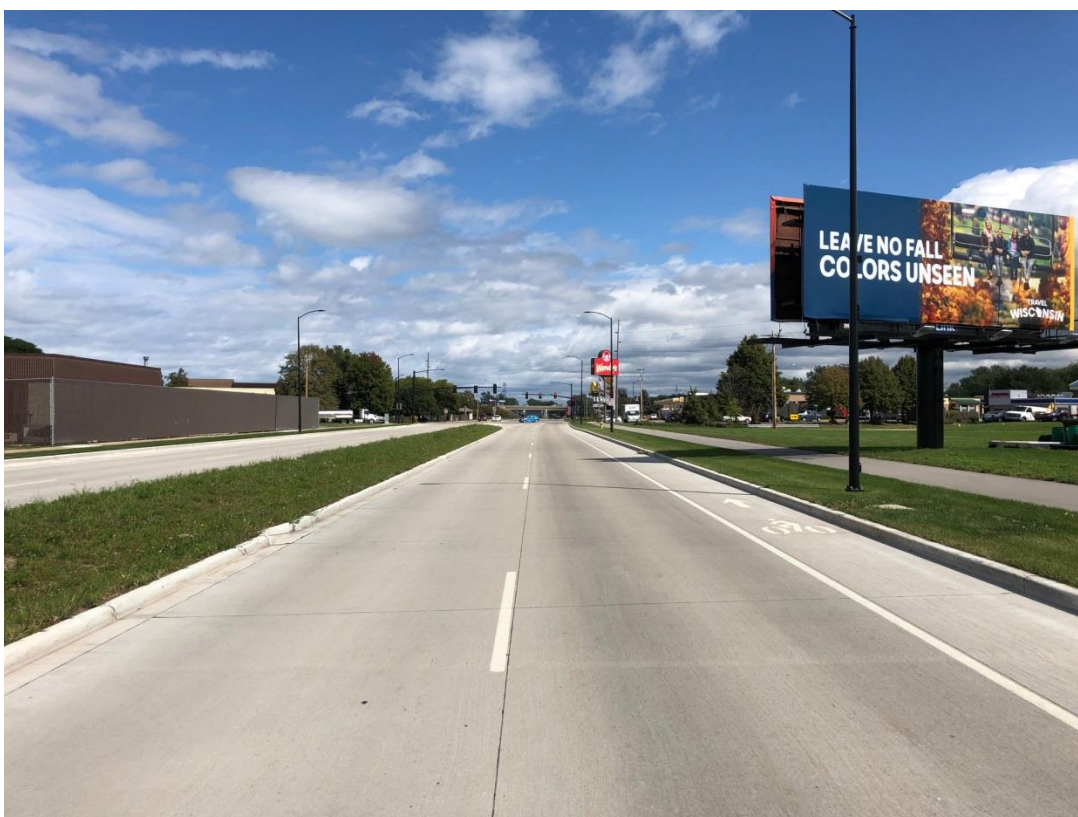
Figure 3d – Northbound North Webster Ave near Berner St (near count location)



Figure 3e – Southbound North Webster Ave near Vanderbraak St (near count location)



Figure 3f – Northbound North Webster Ave near Vanderbraak St (near count location)



Existing signs include regulatory STOP at side street intersections, directional/one-way, and restricted parking signs. Lane line and bike lane pavement markings exist.

Crash History

One non-reportable crash occurred within the corridor since its 2019 reconstruction. Roadway features or speed were not contributory toward the crash but rather failure to yield the right-of-way by a westbound Harvey St motorist striking a southbound Webster Ave motorist.

Vehicle Speeds and Traffic Volumes

Weekday & weekend vehicle speeds and volumes collected between June 12 through July 2, 2020. Count locations are shown in Figure 5 and vehicle speeds are summarized in Table 1.

Figure 5 – Count Locations

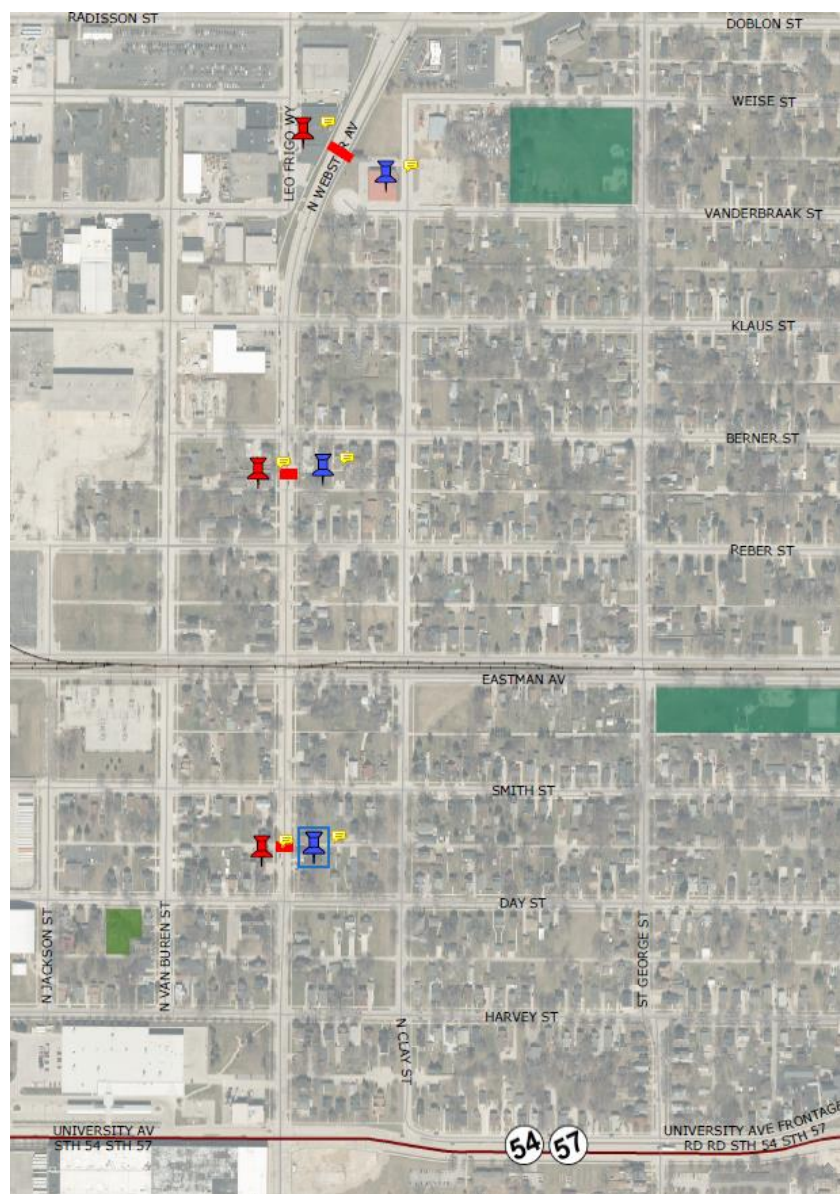


Table 1 –Vehicle Speed and Volume Summary, North Webster Ave (University Ave to Vanderbraak St)

Roadway: Webster

Regulatory Speed Limit: 35

At: Vanderbraak - Weise

Day	Average (mph)	50% Speed (mph)	85% Speed (mph)	95% Speed (mph)	Lower Pace (mph)	Upper Pace (mph)	% Vehicles in Pace	Daily Vol (veh)
Weekday	37	37	42	46	33	43	70%	9,346
Weekend	37	37	42	46	33	43	72%	6,860
All	37	37	42	46	33	43	71%	8,103

Roadway: Webster

Regulatory Speed Limit: 25

At: Berner - Reber

Day	Average (mph)	50% Speed (mph)	85% Speed (mph)	95% Speed (mph)	Lower Pace (mph)	Upper Pace (mph)	% Vehicles in Pace	Daily Vol (veh)
Weekday	32	32	36	39	28	38	79%	8,649
Weekend	31	31	36	39	28	38	78%	6,357
All	32	32	36	39	28	38	79%	7,503

Roadway: Webster

Regulatory Speed Limit: 25

At: Smith - Day

Day	Average (mph)	50% Speed (mph)	85% Speed (mph)	95% Speed (mph)	Lower Pace (mph)	Upper Pace (mph)	% Vehicles in Pace	Daily Vol (veh)
Weekday	33	33	38	41	29	39	72%	8,387
Weekend	33	33	38	41	28	38	73%	6,538
All	33	33	38	41	28	38	72%	7,462

Roadway: Webster

Regulatory Speed Limit: 25 mph (S of Klaus St)

At: University - Radisson

35 mph (N of Klaus St)

Day	Average (mph)	50% Speed (mph)	85% Speed (mph)	95% Speed (mph)	Lower Pace (mph)	Upper Pace (mph)	% Vehicles in Pace	Daily Vol (veh)
Weekday	34	34	39	42	30	40	74%	8,794
Weekend	34	34	39	42	29	39	74%	6,585
All	34	34	39	42	29	39	74%	7,689

Review of the Existing Posted Speed Limits

State Statute 346.57 assigns speed limits to street classifications and also describes the authority to change said limits. North Webster Ave is classified as an arterial street, and can be

described as being inside the corporate limits of a city. Local governments per State Statute 349.11 have the authority to raise the speed limit to 55 mph or less, or lower the speed limit by 10 mph or less. Although there is no request at this time to modify the speed limit, it is a good reference to determine what the appropriate speed limit should be based on engineering criteria. The U.S. Department of Transportation, Federal Highway Administration, developed a web-based tool, USLIMITS2, designed to help practitioners set reasonable, safe, and consistent speed limits for specific segments of roads. Data such as 50th and 85th percentile speed, roadway characteristics, route type, number of access points, pedestrian and bike activity, and crash history among others are used to assist engineers in recommending an appropriate maximum speed limit for specific conditions on a road section. Speed zoning report for North Webster Ave is summarized in Figure 6.

Figure 6 – USLIMITS2 Speed Zoning Report for N Webster Ave

USLIMITS2 Speed Zoning Report

Project Name: N Webster Ave Speed Zone Study

Analyst: David Hansen Basic Project Information Project Number: 1 Route Name: North Webster Avenue From: University Avenue To: Vanderbraak Street State: Wisconsin County: Brown County City: Green Bay city Route Type: Road Section in Developed Area Route Status: Existing Roadway Information Section Length: .75 mile(s) Statutory Speed Limit: 25 mph Existing Speed Limit: 25 mph Adverse Alignment: No One-Way Street: No Divided/Undivided: Divided Number of Through Lanes: 4 Area Type: Residential-Collector/Arterial Number of Driveways: 25 Number of Signals: 0	Date: 09-18-2020 Crash Data Information Crash Data Years: 1.00 Crash AADT: 7700 veh/day Total Number of Crashes: 1 Total Number of Injury Crashes: 0 Section Crash Rate: 47 per 100 MVM Section Injury Crash Rate: 0 per 100 MVM Crash Rate Average for Similar Roads: 234 Injury Rate Average for Similar Roads: 70 Traffic Information 85th Percentile Speed: 39 mph 50th Percentile Speed: 34 mph AADT: 7700 veh/day On Street Parking and Usage: Not High Pedestrian / Bicyclist Activity: Not High
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Project Description: Request by Ald. Stevens to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from University Avenue to Vanderbraak Street.

Recommended Speed Limit:

SPEED
LIMIT
40

Note: The final recommended speed limit is higher than the 25 mph statutory speed limit for this type of road. An engineering study such as the one carried out with USLIMITS2 is usually required to set a speed limit above the statutory limit.

Disclaimer: The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

Analyst Comments: Crash report history is only 1 year's worth of data only because the roadway was reconstructed in 2019 significantly different from its former design.

Equations Used in Crash Data Calculations

Exposure (M)
 $M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (1000000000)$
 $M = (7700 * 365 * .75 * 1.00) / (1000000000)$
 $M = 0.0211$

Crash Rate (Rc)
 $Rc = (\text{Section Crash Average} * 1000000000) / (\text{Section AADT} * 365 * \text{Section Length})$
 $Rc = (1.00 * 1000000000) / (7700 * 365 * .75)$
 $Rc = 47.44 \text{ crashes per 100 MVM}$

Injury Rate (Ri)
 $Ri = (\text{Section Injury Crash Average} * 1000000000) / (\text{Section AADT} * 365 * \text{Section Length})$
 $Ri = (0.00 * 1000000000) / (7700 * 365 * .75)$
 $Ri = 0.00 \text{ injuries per 100 MVM}$

Critical Crash Rate (Cc)
 $Cc = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ { (1/2) } + (1 / (2 * \text{Exposure}))$
 $Cc = 234.01 + 1.645 * (234.01 / 0.0211) ^ { (1/2) } + (1 / (2 * 0.0211))$
 $Cc = 431.06 \text{ crashes per 100 MVM}$

Critical Injury Rate (Ic)
 $Ic = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure}) ^ { (1/2) } + (1 / (2 * \text{Exposure}))$
 $Ic = 70.25 + 1.645 * (70.25 / 0.0211) ^ { (1/2) } + (1 / (2 * 0.0211))$
 $Ic = 188.93 \text{ injuries per 100 MVM}$

Discussion

Weekday and weekend speeds remained equal. Vehicles in the pace remained the same at 74%. A normal pace distribution would include approximately 70% of observed vehicles within the pace with approximately 15% of observed vehicles below the pace and 15% of observed vehicles above the pace. Typically, the 85th percentile speed is at or near the upper limit of the pace. Daily volume decreased over the weekend by about 1,200 vehicles.

The existing posted speed limit of N Webster Ave north of Klaus St, one block south of the northern study limit, is 35 mph. Signalized intersections are obvious locations where speed limits change, such as one intersection north of Klaus St, which is Radisson St.

For a change in the speed limit to be effective, it should accomplish the following: reduce the speed differential of vehicles using the highway; be a reasonable speed so the majority of drivers will comply voluntarily; and should reflect consistent application of traffic engineering principles and guidelines. Speed limits are selected to balance travel efficiency versus safety. It can be argued that a rational speed limit is one that is safe, that most people consider appropriate, that will protect the public, and can be enforced.

Conclusions

The newly designed N Webster Ave has encountered almost no crashes (only 1 minor non-reportable) since its reconstruction in 2019. Most motorists (the 85th percentile) are traveling at 39 mph (14 mph over the posted speed limit). The 95th percentile speed is close to the 85th percentile, meaning there are a low number of motorists exceeding 42 mph. The average speed is 34 mph, or 9 mph over the posted speed limit. A great majority of motorists are not complying with the existing posted speed limits of 25 and 35 mph. The percent of vehicles within the pace speed range is very high at 74%, which typically means speed differential is very low, which could explain the low crash rate. Sidewalk and multi-use path exist along the entire corridor, providing designated safe space for non-motorized road users of all skill levels. The USLIMITS2 evaluation produced a recommended speed limit of 40 mph.

Recommendations

1. To receive and place on file the documented speed study along North Webster Avenue from University Avenue to Vanderbraak Street.
2. To remove the 25 mph posted speed limit along Webster Avenue from University Avenue to Klaus Street.
3. To remove the 35 mph posted speed limit along Webster Avenue from Klaus Street to Radisson St.
4. To establish a 40 mph posted speed limit along Webster Ave from University Avenue to Radisson Street.



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

MEETING DATE

September 21, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.7

Termination of 90-Day Trial: Remove the 4-HOUR PARKING ZONE on the south side of Cass Street from Roosevelt Street to Irwin Avenue.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None