



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, OCTOBER 19, 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 Mike Sobieck, Brighid Riordan, and 2 vacancies

C. Approval of the Agenda.

- I. Approval of the Monday, October 19, 2020 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

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

E. Regular Business.

- I. *General Business:* Report by the Police Department of the 2020 3rd quarter serious injury and fatal crashes. (All Alders)
2. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to establish a I-WAY YIELD condition on Ricky Drive at August Street. (Ald. Gerlach – District 3)

3. *Initial Request:* Consideration with possible action on the request by Ald. Vander Leest to establish a 4-WAY STOP condition on Parkwood Drive at Fawn Lane. (Ald. Vander Leest – District 11)
4. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to establish a NO PARKING zone on both sides of Hillcrest Drive from Haven Place to West Mason Street due to its narrow width. (Ald. Brunette – District 12)
5. *Referred Back From Study:* Consideration with possible action on the request by Ald. Wery to establish a 3-WAY STOP condition at Western Avenue at Maryhill Drive. (Ald. Wery – District 8)
6. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the north side of Thomas Street from a point 85 feet west of Velp Avenue to Velp Avenue.
7. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the south side of Radisson Street from Quincy Street to a point 35 feet east of Webster Avenue.
8. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the north side of Radisson Street from Webster Court to a point 90 feet east of St. George Street.
9. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the north side of Radisson Street from Quincy Street to Webster Avenue.
10. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the north side of Radisson Street from a point 588 feet west of Webster Court to a point 665 feet west Webster Court.
11. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the north side of Radisson Street from a point 60 feet east of Irwin Avenue to a point 30 feet west of Irwin Avenue.
12. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the south side of Radisson Street from a point 30 feet east of Irwin Avenue to a point 60 feet west of Irwin Avenue.
13. *Termination of 90-Day Trial:* Establish a NO PARKING zone on the north side of Radisson Street from Quincy Street to a point 60 feet east of Irwin Avenue.
14. *Termination of 90-Day Trial:* Establish a NO PARKING zone on the south side of Radisson Street from Quincy Street to a point 30 feet east of Irwin Avenue.

F. Informational.

1. Report by the Traffic Engineer on the resignation of Ray Smith from the Traffic, Bicycle, & Pedestrian Commission. (All Alders).
2. Next meeting: Monday, November 16, 2020, at 5:30 p.m. Location TBD.

G. Public Hearings.

H. Adjournment.

1. 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, and Pedestrian Commission 10/19/2020

Zoom Meeting Information

City Of Green Bay is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/89568702323?pwd=UXIDNFRqUGhvYTA1RU5tSXk1MXVjQT09>

Meeting ID: 895 6870 2323

Passcode: 881122

One tap mobile

+13126266799,,89568702323#,,,,,0#,,881122# US (Chicago)

+19292056099,,89568702323#,,,,,0#,,881122# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Germantown)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

Meeting ID: 895 6870 2323

Passcode: 881122

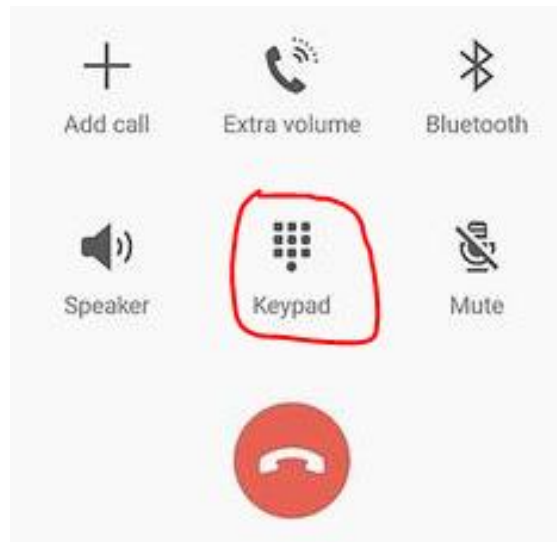
Find your local number: <https://us02web.zoom.us/j/kcqxGSD1z>

Additional Information

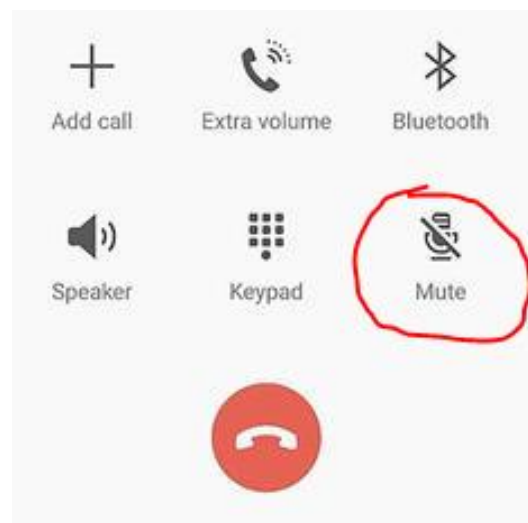
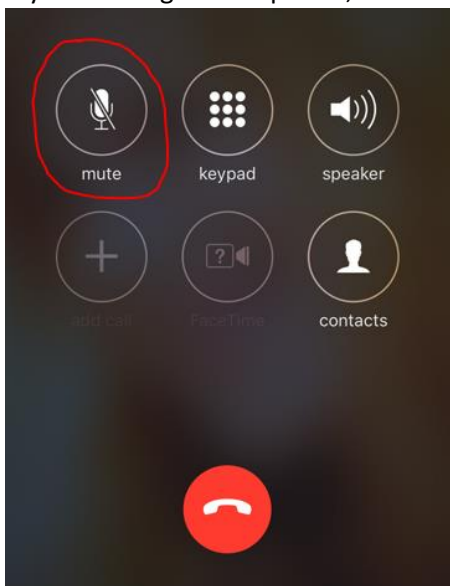
1. Wisconsin Open Meetings Law still applies
 - a. Persons interested in speaking to an item must give their name and address
 - b. Committee/Commission/Board members will still follow *Roberts Rules of Order*
2. All zoom meetings will have a password in the instructions. Please enter when prompted.
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





MINUTES 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).

Present and Voting: Brigid Riordan, Ald. Craig Stevens, Daniel Theno, Brad Strouf, and Ray Smith

Present and Not Voting: Matt Kuepers

Excused: None

Absent: None (1 vacancy)

Others Present: Ald. Bill Galvin, Ald. Lynn Gerlach, and Lt. Mike Sobieck

C. APPROVAL OF THE AGENDA.

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

Moved by Commissioner Ray Smith, seconded by Commissioner Brigid Riordan, to approve the agenda of the Monday, September 21, 2020 Traffic, Bicycle, and Pedestrian Commission meeting as amended to discuss Regular Business items in the following order: Items E3, E6, E1, E2, E4, E5, and E7.

Yes- Brad Strouf, Brigid Riordan, Craig Stevens, Daniel Theno, Ray Smith

No- None

Abstain- None

Motion carried.

D. APPROVAL OF MINUTES.

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

Moved by Commissioner Brigid Riordan, seconded by Commissioner Daniel Theno, to approve the minutes of the Monday, July 20, 2020 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Brigid Riordan, Craig Stevens, Daniel Theno, Ray Smith

No- None

Abstain- None

Motion carried.

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)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens that, 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.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith

No- None

Abstain- None

Motion carried.

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)

Moved by Ald. Craig Stevens, seconded by Commissioner Ray Smith 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.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith

No- None

Abstain- None

Motion carried.

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)

Moved by Commissioner Ray Smith, seconded by Commissioner Brighid Riordan that, 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.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith

No- None

Abstain- None

Motion carried.

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)

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith, to:

A. Remove the SPEED LIMIT 35 zone on Hillcrest Drive from Haven Place to the west corporate limits.

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

C. Establish a SPEED LIMIT 35 zone on Hillcrest Drive from West Point Road to the west corporate limits.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith

No- None

Abstain- None

Motion carried.

the west corporate limits

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)

Moved by Commissioner Brighid Riordan, seconded by Ald. Craig Stevens, to:

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.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith

No- None

Abstain- None

Motion carried.

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)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens, to:

A. To receive and place on file the documented speed study along North Webster Avenue from University Avenue to Vanderbraak Street.

B. To remove the 25 mph posted speed limit along Webster Avenue from University Avenue to Klaus Street.

C. To establish a 35 mph posted speed limit along Webster Ave from University Avenue to Klaus Street.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno

No- Ray Smith

Abstain- None

Motion carried.

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.

Moved by Commissioner Brighid Riordan, seconded by Ald. Craig Stevens, to remove the 4-HOUR PARKING ZONE on the south side of Cass Street from Roosevelt Street to Irwin Avenue.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith

No- None

Abstain- None

Motion carried.

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.

Moved by Commissioner Brighid Riordan, seconded by Commissioner Daniel Theno, to adjourn the current meeting of the Traffic, Bicycle, and Pedestrian Commission.

Yes- Brad Strouf, Brighid Riordan, Craig Stevens, Daniel Theno, Ray Smith

No- None

Abstain- None

Motion carried.

VERBATIM MINUTES

- [Moderator] That is well and its been a pleasure to always have a view on the different traffic issues. I could do a great job but for now at least I know the job is taken over, so far.

- Great, good to hear. Good luck with your, where you going to. You're gonna stay in the department brand. Are you leaving or?

- I'll move on to the other end of the hallway staff right now.

- Okay, well, congrats and good luck there.

- Thank you.

- I moved item C that approval of the agenda I don't know from, honestly we need to move items three and six up, so I'm gonna put them first and then go back to one, two, three, five, seven, so do I hear a motion?.

- To move, second.

- Motion made, second all in favor.

- Aye

- Today's motion carries-

- Aye.

- Is from the item D approval of the minutes. Probe of the Monday, July 20th, 2020 Traffic Bicycle, and Pedestrian Commission meeting minutes, Do I hear a approval?

- To move.

- You second, okay? All in favor?

- Aye.

- Aye.

- Motion carries. Under irregular business we move to item three then, a initial request consideration possible action requests from Alder Stevens on behalf of Stillmank Brewing Company to change a no-parking zone on the North side of Mill Street, just West of Henry street to a no-parking 15 minute loading zone. All right, Dave, I'll let to you take over from there.

- Okay, I I'll add, I'll know, I'll say what I know and then I'll defer to Alder Stevens, but I was contacted by Craig Stevens, a lobbyist who is connected by Stillmank Brewing Company. Apparently some of the staff had received parking applications for parking in a no-parking here to Corner Zone. So I'm not sure if there's a way I can share my screen, I think I can, I can kind of show you where all the citizens regular meeting. Would you let me do that Matt?

- Yes, please.

- [Moderator] Guess I'll make you a co-host here in just a second.

- Well, he makes me co-host I'll explain the rest. So they received the parking citations and the can cannot be modified in order to accommodate the loading and many of us know no-parking zones actually allow for loading and unloading to take place but sometimes with particular businesses that loading may take a little bit longer. In the case of a beer company, they may have larger shipments and they may need to go in and take care of a few things before things can get done, so, yeah. I went into the discussion that Craig and I have, then we thought that perhaps a 15 minute loading zone, maybe the most appropriate in this case. So that's

something that the city would certainly be comfortable with in making a modification. So I don't know, Craig, if there's anything that you'd like to add to that?

- [Craig] No, I think you told everything

- [Moderator] Dave, you should be able to share your screen now if you need to.

- Okay.

- [Craig] Can you hear me?

- Yes, I heard your Craig explanation and relative to sharing of the screen. So if I'll just do that briefly on this and then I'll make my recommendations, so here we go. Screen two.

- [Male Member] I'm on a meeting.

- Yes, just like a regular meeting. So here's an aerial image of, you can see this, these buildings here and parking in the center of this room. This is Stillmank Brewing Company, a beer company. So on this part of the South end of this building, or the North side of Mill Street, I'll just zoom in here and you can see this area right here. They actually have this loading dock kinda area, so you get this garage door and then you have this ramp that actually goes up into this area. So they do use this, I know this is probably I don't know why these barrels are here but they have requested to use this area and in essence, be able to load from curbside here. So just kind of looking down the street, as you can tell there's really nothing near, it really doesn't get parked up on anybody. City doesn't have any issue with, as public works doesn't. So a recommendation on our end would be on a 90 day trial to remove the no-parking zone on the North side of Mill Street from a point 80 feet West of Henry street to Henry street, and then establishing in that same area, a no-parking 15 minute loading zone.

- [Moderator] Chairman, some hope.

- I had a motion to approve. Do I hear a second?

- [Female Member] Second.

- [Male Member] Second.

- Okay, motion made and seconded all in favor?

- [Male Member] I.

- It's like the motion carries, okay. We'll move on to item six, referred back to the study consideration of possible action. Under request for Alder Stevens to review and potentially change the speed limit 25 zone, at North Webster Avenue from university Avenue, to Banner Brick Street.

- All right, do you want me to start with that or Craig, do you want to start since it's your request?

- [Craig] I did request this, but because this service isn't the best where I'm at, I've referred over to Dave to talk about it.

- Okay. Well, this came up a number of months ago, we ended up, or the Traffic Bike and Ped Commission ended up referring this to VP on the staff . We did that, and as part of the meeting packet, you should have received a, a couple of attachments. One of them was a map showing the count locations and some photographs, and the second one which is really the main one is going to be, the study itself. So when the agenda packet, I believe it starts on a pediatric page 15, and I don't know Matt, if you want me to share my screen again, 'cause I do have that actual study -

- Yeah, I think it would be important to quickly share it Dave.

- Okay.

- You and Matt can do that?

- Okay, let me just read a few things and share my screen again, and I think we're successful. So, okay. This is the memo. I'm just gonna really prove to this quickly, since we've had this online now since Friday, and I'm hoping everybody has the opportunity to review this study, starts out with the existing site conditions so a couple of maps here, showing where the relative location is at Webster Avenue within the city. This is a little bit more of a neighborhood view. So on the South end is university the south end limit or term of the study all the way up to technically Vena Brack, which really is, it isn't even an intersection within the corridor. And that was the requested limit. And essence, it kind of stops more ransom street and bold lattice and intersections and the Avenue are signalized intersections. So I do go over a little bit of the existing roadway. The one thing to take out of this is that the roadway was reconstructed in 2019. That was actually a four lane undivided roadway prior to that reconstruction and was upgraded not only in width, but there is a divided median, now that exists. There was some access management that took place, meaning that there were a number of driveways, intersections, alleyways, and even some homes that were raised as part of the project in order to install the multi-lane path that exists on the East side of the roadway, that path was installed to accommodate the non-motorized users of that facility, such as bicyclists and I'm talking more of the professional bicyclist, I guess you'd say the ones that are more comfortable driving along traveling, but this is separated therefore bicyclists and pedestrians needs to share, which actually has had it, we've got a lot of success with that. And recently, as commissioners know, we have some bike lanes that connect to the beach, even from the sprout so we've seen a lot of success with this. But continue along, I guess, to really discuss what we have now and we kind of inherited, I guess you'd say that the former speed limit that was present and it was 25 miles an hour and again that was based of a completely different roadway. So what you see in some of these photos, here's a Southbound picture of North Webster Avenue near Smith street, one of the count locations was looking in the opposite direction. You can see that multi-use path on the East side of the street and up in the distance, you'll see some collard signs, you're seeing actually both the railroad crossing at Eastman and also pedestrian signs. Here's some more images kind of seeing a lot of the same then just in handle two lanes in each direction. Here's your bike lane over here, your snow green grass terrorists multi-use path. Here's the median pretty basic roadway. If you really think about it, I think it was well overdue, but we do have a new roadway. It's opened up a lot of success. When I say success, I'm gonna continue on to this next section, which is crash history. And we've actually only had one non-reportable crash since we've opened the roadway. That's actually awesome. And when I say non-reportable, but it simply means a crash that occurred where there may have been proper damage or damage to vehicles of a thousand dollars plus. In essence, a very minor crash, no injuries, and certainly no fatalities. And the details on this one was that there was a westbound motorist on Hardy Street failed to yield right away to a Southbound motorist on Southbound Webster avenue. One of the things you'll notice too this intersection ain't actually pretty much every intersection one on the corridor one and this one occurring, right, where that multi-use path would be is that we have great, excellent vision triangles and sight lines at this intersection. So, to see even a crash like that actually surprises me so most likely in a kind of driving that sort of thing, nothing to do with a roadway like the contributory towards that crash. Now to the main part of this study, which would be the vehicle speeds and the traffic volumes. So this map here shows the count locations. We wanted to get a good cross section of this roadway. Now, North of Cross Street or here's Cross Street and to the North, we actually have an existence speed limit of 35 miles an hour, and to the South on all the way down to the university, it's 25. So we actually have to count locations in the 25 zone, and one in 35. And this is the big data reveal right here where we show each of these count locations and what these speeds have and what we documented and what we summarized. So we used rope tubes to collect this data, meaning that it's out there 24 seven, we collected the information between late June, early July so we have a lot of data that we were able to go through. And we can look at all of these different segments, but there's a lot of very similar information. This last one here, this last table is really a summary of the entire quarter or so I really averaged everything out and I broke it down into weekday and weekend and then even that data summarized into all, I mean, some days a week, this is really what we're coming up with. So to really boil down all of the data that we got from the sport department, we have an average speed of 34, that's what it'll just take in an average of everything. We have a 50th percentile speed meaning half the traffic is going in this speed or faster and half the traffic is going to speed or slower, that would be 34 miles an hour,

85th percentile speed is 39 miles an hour, which is what we consider to be the normalized traffic. This is what traffic is, the majority of traffic is safely traveling at. As you can tell that it's actually significantly higher than the posted speed limit, at least in two or three segments. So, posted 25 there actually enjoying traffic is going 14 miles an hour over that Folsom suite. 93rd percentile traffic we sample that to kind of find out what the buyers would be in essence, 5%. So 5% is going 42 miles an hour or greater. So when I look at as an engineer, I look at the 85th and the 95th and if they're relatively close, that's actually good news 'cause that means that you really have a tight group there that 42 miles an hour and had a 95% of the traffic going that speed or last that's a bulk of your traffic and a 5% of that traffic is what we would consider people that just kind of drive the way that they want to regardless of what's posted, what the road is like just kind of your, I don't want to call it a classic, but kind of your proverbial lawbreaker that they're just gonna just drive how they want to. So that speed of 42, I'll be honest with you. I thought that was actually a little lower than what I was going to find. These next two numbers, lower and upper pace that is what we consider the low and the high Valley. That's where majority of the traffic is going within a 10 mile hour segment common speed. So it says 29 to 39, so roughly 30, 40, again, not really a big surprise. The next value that I look at is percent vehicles. In that case, the number that the magic number that I look for is 70%, you wanna have them group at 70 or greater, we have 74% that's actually a great number to have. That's simply telling us that you don't see a lot of speed differential along that corridor. So kind of one of the ways that I put it is you have sometimes the driver that will look at that posted speed limit and say, I am gonna just drive this posted speed limit. You actually don't have a lot of that out here, which tells me that the roadway probably feels like it should be driven faster. That's what that number tells me. And then the last number is about 7,700 meaning that's the daily volume or the AADT or annual average daily traffic that we had experienced and recorded 7,700 vehicles, both directions on average, in a quarter, which is actually a little bit lower than what we had seen in the past. And this is kind of typical for roadways that experienced full closures for an extended period of time and as many do know, the Webster, having a quarter, it was closed for its entire duration then we established a detour on North Quincy Street. In reviewing existing posted speed limits, what we do is we look at this is more of the engineer's perspective rather than just sampling. What we do is we kind of take a different approach and say, looking at all of the classic features of this roadway, we look at what does the law say? We can work within a state statute, tells us that we can work anywhere between 25 and 55. And that's kind of that interval that we can work with them by state statute. And then lastly, we look at what the federal highway administration, how they would approach this on classifying and not really knowing anything other than what we had on the field to set a safe, reasonable, consistent speed limit. So of course, we looked at some data that my staff had summarized. We're actually putting it in this Monday, whipping out of there all the characteristics, the route type group, this one being an arterial roadway. It's also a emergency road to the hospitals, look at number of access points, which is part of the construction project or significantly reduced pedestrian and bike activity, which I think we've seen an uptick and that wasn't really part of the data collection, but I can tell you anecdotally, I've seen it increase just because we've added the facilities but the good news in this situation is that we move them a majority of them actually off of the street and there's no barrier and a separation from the motorized traffic. And then the crash history is actually went down. It went down significantly as I brought up earlier. So, in looking at this and looking at it from an engineering perspective, putting crash rates, all of that information, we actually arrived at a recommended speed of at 40 miles an hour. So that does sound significantly higher than some of the corridor being 25, but to be quite frank, it doesn't really surprise me. And it doesn't surprise me based off of these numbers that we collected, and these are numbers that are being traveled at safely, which is a good thing. So when conducting this engineering evaluation coming up to 40 it really, that was not a surprise. Some of that discussion this is really a lot of stuff I've already gone over as part of me going through this data and I guess the thing that we really need to be aware of, and I'm just going to really reiterate this third paragraph of the discussion here as in order for speed limit to be effective, it should accomplish the following. We need to reduce speed differential of vehicles using the highway which I've already said, we really don't have that on this corridor. It's to be a reasonable speed, so the majority of drivers will comply voluntarily. So that recommendation 40, and then 85th percentile again that's what a number of you like to look at, being a 39 that's within one mile an hour to get voluntary compliance, and it really should reflect consistent application of traffic engineering principles and guidelines. So we really need to have this balance of travel efficiency and safety, which I think actually we have both at speeds. So rational speed on the segment and most of the people that will be driving can consider appropriate that protects the public and can be ultimately enforced by our

police department. So in conclusion there are no crashes again, what of also traveling about thirty nine miles an hour? I need that percentile of course to be 85th percentile, a good number to have, average speed is 34 or nine miles over the posted, a great majority motorists are actually not compliant with the posted speed of 25 and 35, we've got that pace speed of 75% So my recommendation is to take the file that is on your screen and receive and place it on file. The second one would be to remove the 25 posted speed limit from what on Webster from university to Klaus Street and replace that, or actually the third, would be to remove the 35 posted on Webster from Klaus to Radisson, and take that entire corridor and replace it with a 45 or a 40 miles per hour posted speed. That's concludes really everything that I have up to this point and then I'm willing to take questions then we continue with the study.

- Alder Craig Stevens do you have any questions on that?

- We lost him.

- No, he's muted.

- Dave, what in the speed limit starting at -

- I'm here.

- Oh I'm sorry.

- So, at all?

- Yeah, Craig, we're having one question and Bridghid, could you repeat that?

- Oh, I'm just wondering what the speed limit is, starting at Radisson then on Webster.

- Starting at Radisson towards the freeway?

- Yeah.

- That would be the continuation of 35. Yes, 35 North of Klaus, so actually if you go Klaus North, you go through the intersection Radisson and then it continues to be 35.

- Could that be 40 as well?

- I guess that's my question if we're changing it to 40 and I guess I just get nervous 'cause there's a stop sign eventually there, could be going to 40 around that curve.

- [Dave] Right, right.

- I have new drivers, so I -

- [Dave] Yes, I can empathize with you. That's a great question, Bridghid.

- [Craig] I have a comment too.

- [Dave] Yeah, go ahead Craig.

- [Craig] I know you're recommending 40, but my recommendation would be 35. Radisson is 35 let's just make it 35 from Radisson to university.

- Yeah, that's kinda what I'm getting at too, I think.

- [Craig] And Dave, I do wanna thank you and the staff for putting this together for us.

- [Dave] Yes, it was a great project. I'm actually glad that you brought this up because it's nothing worse than having a roadway. I think that is, you don't have a driver compliance to it and then you actually go to study it and you kind of find out that, we actually are operating at speeds that are acceptable and we've made accommodations for pedestrians and bikes and I guess separation really kind of, to me kind of seal the deal -

- [Craig] I brought it forward due to the fact we're cracking down on speed throughout the city and it feels like we have a brand new street that's recommending a higher speed limit. So we definitely didn't need to look at it. And if the recommendation is to go higher, I think we're better off doing a higher speed limit. Just due to the fact, the amount of traffic does driving at a higher speed. It's unfair if we know that that speed should be higher and it's still posted 25, it's unfair to the residence of Green Bay, when we have Green Bay police department out there giving people tickets. So that's why I brought it forward. We are cracking down on speed and we know we have an issue with that street with the lower speed, so that's why I brought it forward for study.

- [Dave] Yeah, great, great points. I do want to address the question about 35, shouldn't be 35 and we've got this other zone of North state statute kind of has my hands tied a little bit on this because this was brought forward to study a particular segment and that segment is a Banner Brick to the South of university. So I kinda I hate to say it, but I kind of have to look at it with blinders because that's the way it was officially brought forward. I do think that there would be some merit to probably evaluate that section to the North. I am going to make an assumption, not a presumption, 'cause I don't know all the data and educated guests here that we may have some similar speeds if we would do some data collection in that segment. And we may find out too that it may be an appropriate speed to actually increase it to 40. However, as part of my study, it's really outside of my boundary, just make a recommendation and make it bigger than you'll get in that study. So that's more of a professional engineering ethics type of debate that I had going on. I really can't make a recommendation on something that been studied. So, it may be something for the commission to consider, to possibly look at that segment in order to maybe take it to where that next speed limit change would be, which is actually Irwin Avenue. Irwin Avenue is actually, your coming up to Bay Beach in that area, the Wildlife Sanctuary, it actually decreases to 25 for some time, so if you wanna look at what you'd say are obvious break points or coordinate points or lines for speed limit changes, that would probably be the location to look in and Bridghid all ready pointed out to location where you need to stop.

- [Male Member] And Mr Chairman I have a question.

- Yes, sir.

- [Male Member] Dave, you indicated that it's your opinion as a professional, that if you didn't study the other segment that you couldn't make recommendation, does that prevent the commission from making this decision to increase the area?

- [Dave] I didn't hear the last part of your question. Could you repeat?

- [Male Member] Does your lack of recommendation because you didn't make a study and that upper section is, does that prevent us from taking action to increase the speed limit as a commission?

- [Dave] Yes, it does. Legally you cannot do that state statute to pare it down States that there must be a study to accompany any sort of a modification speed limit, regardless of if it's a state highway, county highway, local road way, if it's a roadway, we have to comply with that. So I'd be going outside of my professional ethics of actually making a recommendation at this point because I have not studied it. And I think it would be outside of the powers of the Traffic Commissioner in the city. I mean, they can make a recommendation, change the speed limit on Webster between Radisson or Vanderbraak, In this case I guess we'd say.

- You're getting very interesting.

- [Dave] However, it would be outside of that -

- [Male Member] Is there a consensus to move from 25 to 35 and what is it? University to Radisson.

- I bid in favor of

- [Male Member] Okay.

- Hello? So I wouldn't add that we increase the speed to thirty five miles an hour from University Avenue to Radisson. And you might do it on a request to study the area North of there.

- Well, Matt let me ask you this. If there's a study that's conducted of the area North of this study or to Irwin and your next that study comes back 40 miles an hour as your recommendation, is that indicative that potentially the traffic commission may want to also look at the segment that we studied here today and summarized bringing that back to 40? And the only reason I bring that up is it's really not a good practice to be changing speed limits like this that quickly. It's hard enough to just get people, to get adjusted to things and it's no different than changing stop signs from two way to four way having yield signs, you name it, anything that's regulatory in nature, I do make a strong recommendation to reconsider that. I guess if I would take a look at what was presented in front of me today, if I were a commissioner, having the same concerns that were

brought up, I would probably say I would make a recommendation maybe to look at the segment, North of this area to Irwin Avenue to put that for the study and then potentially take the entire both segments or the entire segment university Erwin -

- Again Dave, what is the speed limit North of Radisson?

- 25.

- Not 35?

- Correct, it's 35.

- Chairman, I would stick with my original motion to increase the speed limit from university to Radisson.

- Just what was in the study, correct then.

- Without further step, it will be enough.

- Just what Dave has in the study increase of the 35 is interesting. Is that when I heard? Dan?

- yes.

- Okay.

- Yup.

- You're making that a motion then?

- Yup.

- Okay, motion -

- I'll second that.

- Okay, motion made and seconded, all in favor?

- Aye.

- It sounds like the motion carries then. All right, we're good on that one then, okay. I'm gonna move on, I'm gonna move back to under regular business item number one then, initial request consideration as possible action requests to establish a no-parking here to Corner Zone on the South side of fourth lane at Bader Street.

- Like me to go first or a Alder or Galvin?

- Either one, Alder or do you want to lead the charge?

- I think that I had nothing to add besides what's in the agenda item. I damnly think that it's well explained. So I don't think I'll have to say anything.

- Okay, all right, if I'll have Dave before then.

- Okay, I'll just summarize what's in the packet and if you like, I'll share my screen as I make the description.

- Yeah, I think that's a good idea. So we can see them.

- Okay. So the image on the screen shows the intersection of Fern lane, which is the East West Street and Bader Street, A T's in the Bader Street zoom in a little bit closer, and it's this area here that I'm highlighting on the South side of Fern Lane that's in front of this house here and you can see there's two little carriage walks they go to the street, it's this irrigate here. So that's reported that their motor's parking too close to the intersection. They perhaps maybe are even within the violation of the 15 foot low level we have. But I do know that this has been providing some difficulty for some of the turning movements here, let's say if there's a vehicle here, there's a vehicle that's Eastbound known to go North or South onto Bader Street. And let's say there are buses coming in and out 'cause we have a school here to the West and it makes it a little bit more difficult and tight in front of lane is actually on a slope. So it slopes up to data sheets on a winter time that can also make it a little bit tricky and slippery and adds a little bit of complexity to the traffic conditions at that intersection. And that with this driveway here, when there are vehicles parked here, the residence here stated that they've had some difficulty backing in, leaving and entering the driveway, this gets all parked up and proximity of the intersection and just everything all combined together. So with that, I did have a discussion over email with the Alder and we come to a mutual conclusion that establishing a no party, the Corner Zone on the South side of Fern Lane, the distance that I had come up with was 80 feet to establish that you're in here and it should resolve issues that I brought forward so that the recommendation of the 1980 Trial says that no parking zone on the South side of Fern lane from a point 80 feet West

- Okay, do I hear a motion?

- To move.

- To move, second?

- Second.

- Motion made. Second all in favor?

- Aye.

- Motion carries. Two, initial request consideration with possible action on a request for Allen Galvin to remove the no-parking Monday through Friday zone on the West side of Earlwood Avenue from Cass street to Mason street. Adel or do you wanna start with, or we have Dave start?

- You'll see later on, there's a map of this tree that Dave has, if you look on the West side of the street, just towards a Mesa street, there's two residential homes there. And recently they've been receiving some parking citations for violating the two hour parking ordinance. They called me and stated that their children are staying home due to the COVID. They're doing online learning and they have engaged a tutor to come and tutor that the children in both homes and because of the amount of vehicles that they have the tutor cannot park in their driveway, and she's gotten a couple of parking tickets. When I looked at the street, the school's no longer in session, the facility that used to be where the nurse lived, I don't believe it's being used right now. Across the street the fire lane has been developed into apartments for 55 and older, and they've provided onsite parking for them, and so I really can't see a need to have parking restricted, at least in front of these two homes so that in the future, even if they have guests over things like that, they can work on the street without having to worry about getting a permit during the day time or getting parking tickets.

- Okay, thank you, Dave?

- Yeah, do you mind if I share my screen, I'll just explain on a map. I looked if the Alder was discussing. So here's the map and Mason Street is to the Northeast West. So South Berlin is the street in question. Matter of fact, we've had some items that we've motion through on Caste Street here recently. And it's actually on the agenda later on as I have some, but this is the area and these are the two homes in question that we're receiving citations. Now this zone that's shown here in a dashed black line, that is a no-parking Monday Friday zone. And the dashed green line is a two hour, Saturday and Sunday only zone. So during the week, as you can see they have some restrictions there and in the weekend it relaxes, but as Alder Galvin had said that this is no longer a school in the morning the reason that Monday through Friday zone was even in place was because of the school. So I agree with the position and the discussion that's taken place that the zone is no longer needed. So that being said, I'm gonna make a recommendation on the 90 day trial to remove no-parking Monday through Fridays on the West side of Irwin Avenue, from a point 200 feet North of Cass Street to a point 130 feet Salton Mason street.

- Okay, do we have a motion?

- [Male Member] I'll make that motion.

- Motion been made, and then your second.

- Second.

- Motion made and second all in favor?

- Aye.

- Motion carries. Move to item four.

- Thank you very much.

- Thank you Alder. Generation of possible actual requests where the traffic injury to move to ordinance the speed limit or reduction Hillcrest Drive from Haven Place to Westpoint Road from 35 to 25 miles per hour.

- Yes, this one was a kind of a search of the archives and regulations that led me to an interesting finding, but I'll think you through it. On my investigation, I help us drive as many of especially the West siders is that was recently we construct it it's open now and all the roadway signage was replaced and upgraded as part of that project. So we do that here at our city science shop and so during the resigning of that roadway, it was discovered that the traffic regulations, as in, we have an official document of that did not match what was actually signed in the field prior to looking into this some legal documents, et cetera. So what I found out was actually in may of 1995, the posted speed limit on Hillcrest Drive from Haven, which is a soft limit of that project to West Mason was actually 35, the traffic condition at that time approved of the request and speed on that reduction on Hillcrest from Haven place to West Point. So not the entire segment on that meeting based on the study results from how it works. So speed limit signs were changed shortly thereafter, but the 1980 trial without the ration ever brought back the traffic rules. So it was actually never officially adopted but it's been in place for how many years now, a long time, 25. So that being said, I'm just really trying to close some loose ends here and bringing this back to traffic commission to officially close the trial period and that speed limit by address. So the recommendation would be to remove the 35 and it sounds kind of funny, but we need to remove the entire segment of 35 from Hayden Place to Mason street I'll help craft and then establish the two zones. So we have a 25 zone Haven Place to West Point and then from West Point North to Mason street

- Okay. So move to second? Are you gonna second?

- Second.

- Seconded, all in favor?

- Aye.

- Motion carries five moderation as possible actual request by the traffic engineer to modify section 29 dash two or three class B parking violations four railroad crossings to match Wisconsin's state statutes by reducing the distance of a vehicle being parked over a railroad crossing from 50 feet to 25 feet.

- Yes, it was actually noted by some of our parking staff that our state law does not match city ordinance about how it falls a person or motors can park to a rail crossing. Since the difference was minor, we're talking literally just a car line, 25 versus 50 feet. So we usually estimate a car length between 2025 with headway when it's parked, since there is such a minor difference. We just figured that we kinda, again, this is kind of cleaning it up, but not really sure why the 50 foot were there perhaps at one time, the state statute was 50 feet. Not really sure it's been been 25 feet since I've known. So again, just kind of try it out, maybe clean this up a little bit it didn't really seem to make a lot of sense on library. There is a disparity between the two, so that being said, I'm making a recommendation to remove section 29, point two or three class B parking violation sub for is really promising that no vehicles parked within 50 feet of the nearest and then replacing that or establishing that identical section with the identical verbiage with the exception of the 50 foot distance would be replaced to 25. I'm going to recommend it.

- There a motion to approve Dave's recommendation?

- May I ask to approve.

- Motion made, I think I heard a second there on favor? motion carries seven, remove the four hour parking zone on the South side of Cass Street from Roosevelt Street to Irwin Avenue. We good with that, Dave?

- Yes, and I know we still have the Alder with us, I believe or may be not. Anyway, we haven't heard anything but success and it sounds to me like the removal, therefore we're zone on Cass Street next to the school has worked out, it's accommodated the additional traffic that they have there from the way that they that building out now. And I don't think it's raised any issues with any of the residents there. So I think it's worked. So I'm making a recommendation for item seven to go from a 90 day trial and adopting it to ordinance.

- Okay, all right, retain a motion to approve Dave requests?

- Motion approved.

- Motion manmade and I thought, I think I heard a second so all in favor?

- Aye.

- Aye motion carries. Hey, we're almost there informational next meeting. I know, Dave, do we wanna, do we talk just briefly? Do we want to do virtual or do we wanna do an in person meeting or what's from city hall on the thoughts they're going forward here?

- Yeah, there we're still in a state of flux. We have not seen any direction from HR relative to an update of the re-opening plan. We're still in what we call phase one, phase two is actually in the plan, but we're not there yet. So, this does allow us still that hybrid meeting So if we wanna have people to come in person, we can have that. I know that we had actually considered it for this meeting, but we had some logs and conflict areas with the other group that was meeting, so we just decided to just make this one virtual just to make it easy on everybody. So I guess we can kind of just play it by ear. I'll be quite frank with you, just the way I'm seeing we kind of were at the state at the end of summer where there was seemed like a little bit of relaxation. city wide had actually state wide relative to mass ordinance people meeting, stores opening up and how they're enforcing masks, everything like that. So, but then you're also kind of seeing now school's back in session or schools are going back to virtual temporarily and everything like that. So kind of seeing more of a tendency to maybe go in towards the backwards maybe a little bit. So I'm a little reluctant to say that I'm confident that we would be able to have an in person meeting. I think there is probably unlikely. However, I think still the possibility of having a virtual meeting or a hybrid meeting, excuse me, I think is very plausible and we still have the ability to do that. If it comes down to having, again, some meeting conflicts with the other commission I'm willing to go kind of either way, I do eventually would like to see us come back in person because I just think we had a lot of good in person discussion prior to going virtual and as we kind of even seem today with all of them in Stevens and sometimes there can be issues with internet connection, phone connections and things like that. So think we still need to be open to the hybrid meeting at minimum and we are potentially even in person. So if we can get to that in a complete in person, but I'm in favor of a hybrid meeting, but I'm also willing to go back to virtual, like what we're doing tonight, if we have to.

- Yeah, I'm good either way my Have you heard, has there been any comments from the citizens of Green Bay about access to the meetings because they can come in person. It seems like we used to have meetings where people would show up from time to time we're now virtually, we've been three or four months now where nobody's brought up and maybe there's nothing to bring up, I don't know, but that's my only concern going forward is having a meeting in person, people seem to be more willing to come down to City Hall and voice whatever they wanna to voice, whatever it is. So you wanna be fair to the citizens of Green Bay as my little

reason to push maybe getting back at some point but I think the concern right now with COVID-19 and where it's going into the winter for fall winter is a valid concern to have maybe a hybrid or the virtual meetings, right? And I totally agree with what you're saying, Dave, and I just wanna make sure if somebody's got a voice that's they're heard in this city. That's my reason to think, to get back to meeting at City Hall at some point. I like the virtual meetings, they work pretty quick and everybody can be where they wanna and still be at the meeting. So I don't know any other commissioners that maybe also have a comment you have today?

- Okay. If not, or if you do have something share with Dave, I think Dave, your thought is, see what the next 30 days plays out. At least look at a hybrid meeting, we'll see where we're at and the week before or whatever, I guess is what I would say at this point, so - right.

- I don't know, I think why we did this last time, I thought worked out well and again with some of the room leading conflicts that we've had, although I know that we're starting to get better recording capabilities 'cause I know that's some of the issue as well with doing virtual is getting everything recorded, So we have a lot of different things, we have COVID and we've got room scheduling issues, things like that. So I guess my recommendation is just to kind of continue on and just really let's just focus on what our real opening allows us to do and be very flexible with that. I think we all have been doing a great job of being flexible. And I do agree with your position that if there are residents or other people that want to come and speak in person on this, that if we have that ability to do that, find scheduling, I'm not always keep that under consideration.

- Okay, so let me plan going forward then with that, I would entertain a motion to adjourn our meeting for tonight, right here a motion.

- Come out.

- Okay, motion been made, seconded all in favor?

- Aye.

- Aye.

- Aye, we are adjourned, we will see in one month except Lieutenant Brad.



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.I

General Business: Report by the Police Department of the 2020 3rd quarter serious injury and fatal crashes.
(All Alders)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. THIRD QUARTER CRASHES



GREEN BAY POLICE DEPARTMENT OPERATIONS DIVISION

Lieutenant Brad Strouf

Email: bradst@greenbaywi.gov

(920) 448-3217

THIRD QUARTER CRASHES

July 15th, 2020 0454 hours 20-206551

On 07-15-20 at 0454 hrs, a bicyclist travelling south on Bellevue St at Amy St, was struck from behind by a southbound vehicle on Bellevue St. The striking vehicle did not stop to render aid and continued southbound on Bellevue St.

A passing motorist located the injured bicyclist a few moments later and summoned emergency responders. Green Bay Police Department officers arrived shortly thereafter and began performing life-saving procedures on the severely injured bicyclist.

The bicyclist, a 26 year old Green Bay resident, was transported to a local hospital for treatment. Sadly, the victim died on 07-22-20, seven days after the crash from the injuries sustained.

The Brown County Sheriff Crash Reconstruction team assisted with the initial investigation.

On 07-29-20, officers from the GBPD located the suspect and suspect vehicle after investigating a number of leads and citizen tips. The driver was subsequently arrested for hit and run causing death. The case has been turned over to the Brown County District Attorney's Office for prosecution.

September 3rd, 2020 1422 hours 20-208416

On 09-03-20 at 1422 hrs, a motorcycle travelling west on Main St, was struck by a vehicle that had been travelling east on Main St and was attempting a left hand turn, northbound on N Irwin St.

The motorcycle was occupied by one person, the driver. Prior to the collision, the motorcyclist laid the motorcycle down and was sliding on the roadway. After the impact, the motorcyclist struck a second stopped vehicle before coming to rest.

Arriving officers performed lifesaving procedures, unfortunately the operator of the motorcycle was pronounced deceased at the scene. The motorcyclist was a 56 year old Green Bay resident.

Officers from the GBPD completed a reconstruction of the crash scene and are still currently investigating the causative factors of the crash.



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.2

Initial Request: Consideration with possible action on the request by the Traffic Engineer to establish a I-WAY YIELD condition on Ricky Drive at August Street. (Ald. Gerlach – District 3)

BACKGROUND

GBPD questioned me whether there is supposed to be a YIELD or STOP sign on Ricky Dr at August St, which I responded that the intersection is currently uncontrolled. They reported that many motorists were pulling out from Ricky Dr onto August St then having to make an emergency stop in order to avoid a collision. Since the intersection is a "T-intersection" with Ricky Dr being the single street approach, and to reduce or eliminate the described issue, I am recommended that a I-WAY YIELD condition be established on Ricky Dr at August St.

RECOMMENDATION

That, on a 90-day trial, to establish a I-WAY YIELD condition on Ricky Drive at August Street.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.3

Initial Request: Consideration with possible action on the request by Ald. Vander Leest to establish a 4-WAY STOP condition on Parkwood Drive at Fawn Lane. (Ald. Vander Leest – District 11)

BACKGROUND

RECOMMENDATION

To refer to staff to study the request to establish a 4-WAY STOP condition on Parkwood Drive at Fawn Lane.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 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 establish a NO PARKING zone on both sides of Hillcrest Drive from Haven Place to West Mason Street due to its narrow width. (Ald. Brunette – District 12)

BACKGROUND

Hillcrest Dr was recently reconstructed. Although not narrowed, mountable outside curb was added in place of the former gravel shoulder. Double yellow centerline was re-painted as well due to the roadway's hills and valleys. Now, when vehicles are parked on-street, there is not enough width between the centerline and the parked vehicle(s) for a motorist travel to safely pass. When motorists attempt to park as far off the roadway as possible, they rut up the grassy terrace area behind the curb. Leaving the parking situation the way it is may encourage motorists to routinely cross the double yellow centerline and potentially cause head-on crashes.

RECOMMENDATION

That, on a 90-day trial, to establish a NO PARKING zone on both sides of Hillcrest Drive from Haven Place to West Mason Street.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.5

Referred Back From Study: Consideration with possible action on the request by Ald. Wery to establish a 3-WAY STOP condition at Western Avenue at Maryhill Drive. (Ald. Wery – District 8)

BACKGROUND

See attached report.

RECOMMENDATION

1. To deny the request to establish a 3-WAY STOP condition at Western Avenue at Maryhill Drive.
2. To maintain the existing I-WAY STOP control (Maryhill Dr traffic stops for Western Ave traffic)

FISCAL IMPACT

ATTACHMENTS

1. M awsc warrants Western-Maryhill 2020.djah

MEMORANDUM



Department of Public Works | Traffic Division

To: Traffic, Bicycle, and Pedestrian Commission (TBPC)
Public Works Director Steven Grenier, P.E.

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

Re: **All-Way Stop Control Warrant Analysis, Western Avenue at Maryhill Drive**

Date: Friday, October 16, 2020

This memorandum serves as my response to the Traffic, Bicycle, and Pedestrian Commission (TBPC) motion to refer to staff the request by Ald. Wery to establish a 3-WAY STOP condition at Western Avenue and Maryhill Drive. (Ald. Wery – District 8).

This memo will be presented at the Mon Oct 19, 2020 TBPC meeting.

Existing Site Conditions

The intersection of Western Ave and Maryhill Dr is located on the west side of the City of Green Bay, in Aldermanic District 8 (Ald. Wery). See Figure 1 for General Location, Figures 2a-2c for Neighborhood Views.

Figure 1 – General Location

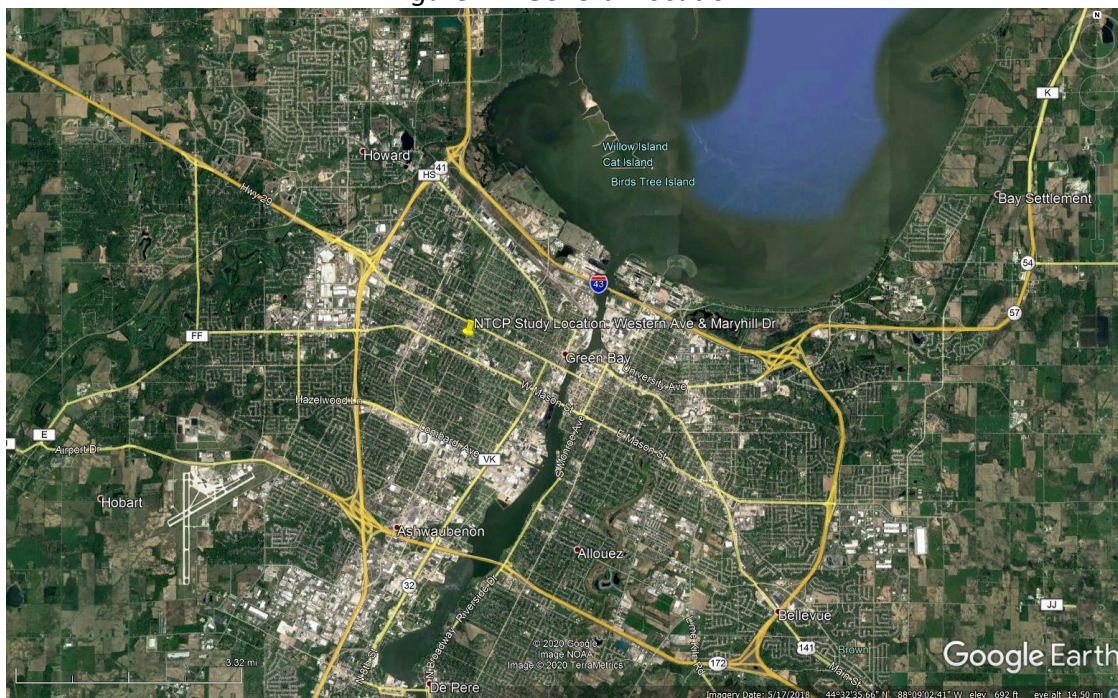


Figure 2a – Neighborhood View

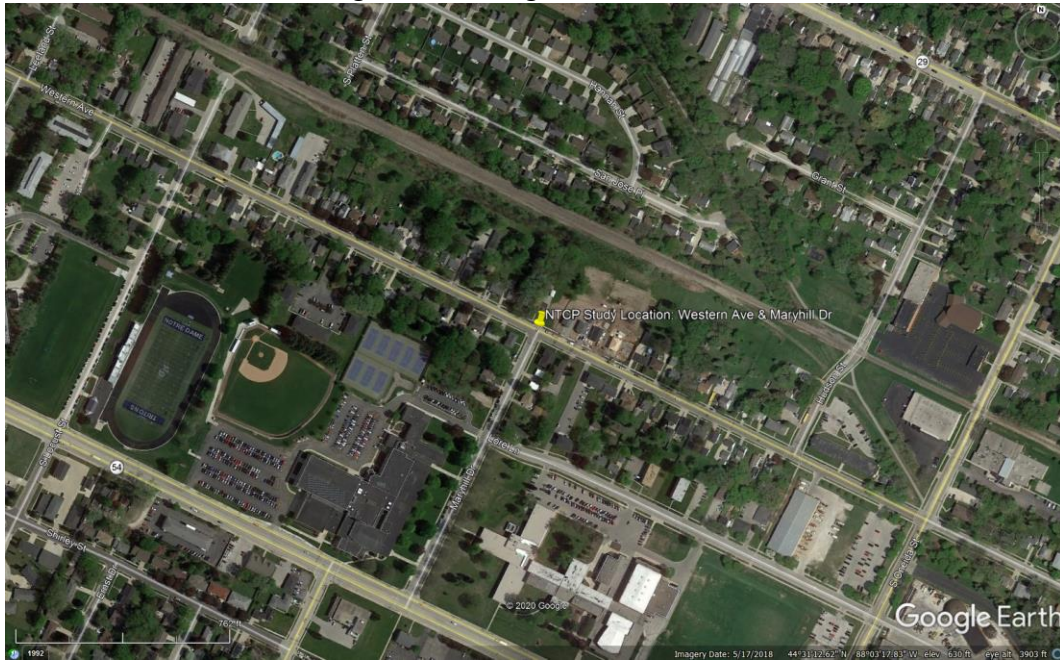


Figure 2b – Neighborhood View



Figure 2c – Neighborhood View

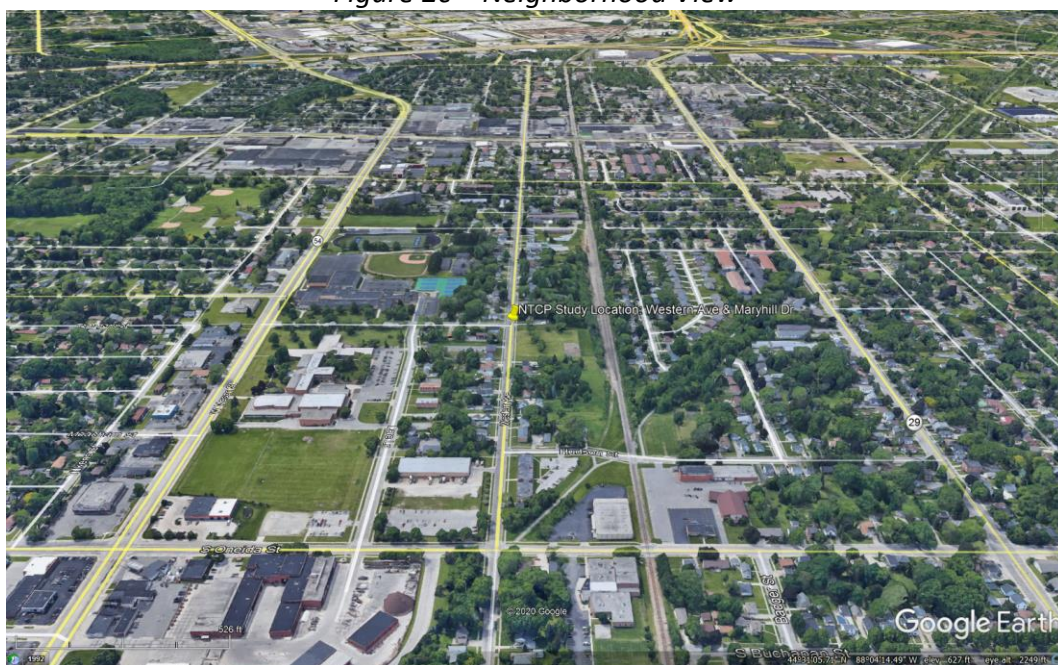
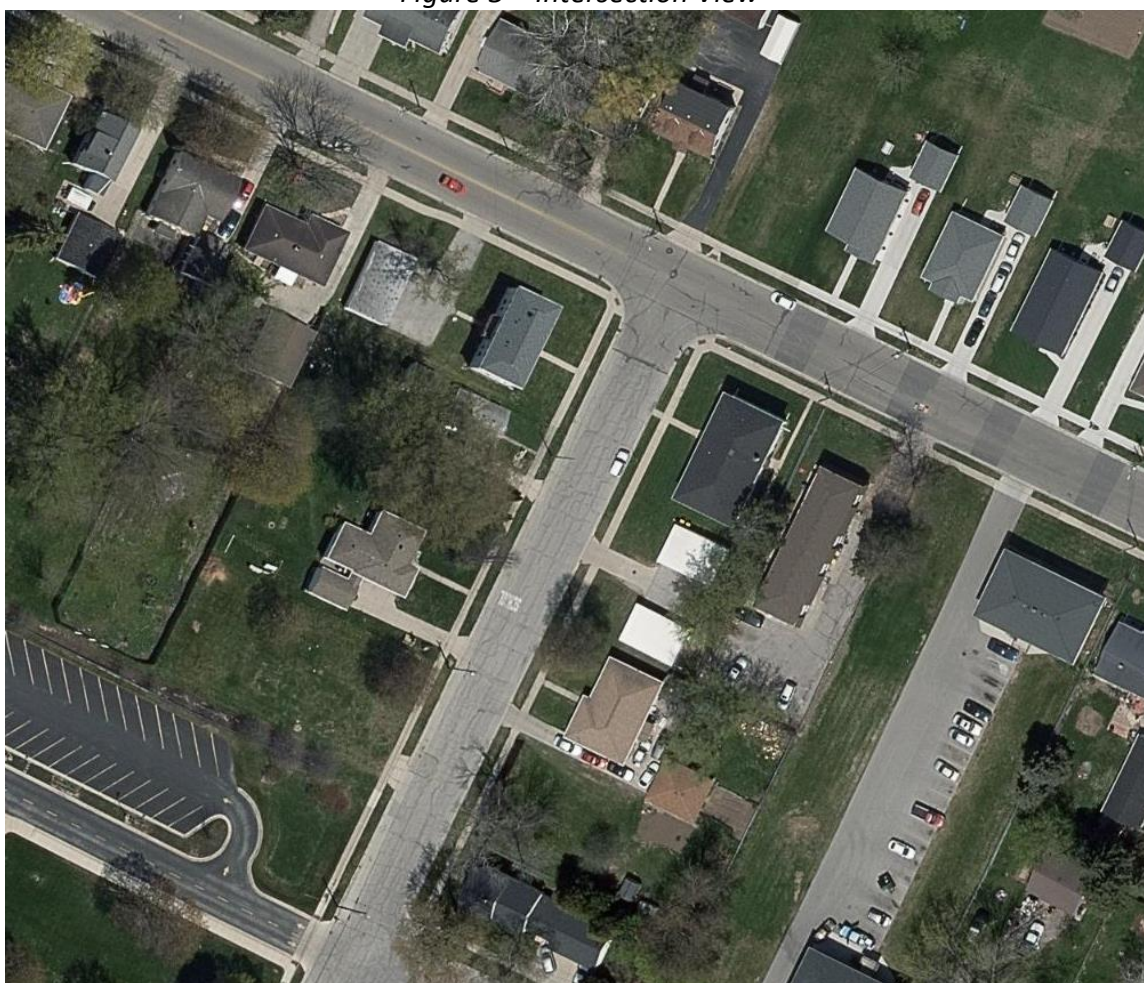


Figure 3 – Intersection View



The intersection of Western Ave and Maryhill Dr operates under 1-WAY STOP condition; Maryhill Dr (northbound) traffic stops for Western Ave (eastbound and westbound) traffic. It is a three-approach intersection, or "T-intersection". Two blocks south of the intersection is the southern terminus of Maryhill Dr and is a 1-WAY STOP condition where Maryhill Dr (southbound) traffic stops for W Mason St (eastbound and westbound) traffic.

Western Ave is an urban local street which functions as a collector street. Single family residential homes abut the roadway, east, west, and south of Maryhill Dr with two nearby apartment complexes. Two schools are near and south of the intersection: Notre Dame Academy and Franklin Middle School. Due to the pandemic, no school traffic was collected.

Western Ave has an asphaltic surface. Roadway width is 36 ft wide. It consists of 1 travel lane in each direction and parking lanes on both sides of the street. Parking is regulated on both sides of Western Ave both east and west of Maryhill Dr with 2-hour maximum, 7 AM and 4 PM on school days. The south side of Western Ave has 2 NO PARKING HERE TO CORNER zones in order to keep the intersection sight lines open to view oncoming traffic. The posted speed limit is 25 mph. Sidewalk exists along both sides of Western Ave. No centerline or lane line markings exist except for 540 ft of double yellow centerline west of the intersection due to the crest vertical curve. Street lighting exists along Western Ave and at the intersection with Maryhill Dr. No marked crosswalks exist at the intersection. Two unmarked crosswalks exist (one south leg, one east leg).

Maryhill Dr is an urban local street. Single family and multifamily residential homes exist south of the intersection. Maryhill Dr has an asphaltic surface and consists of 1 travel lane in each direction and parking lanes on both sides of the street. Clear roadway width is 36 ft. The posted speed limit is 25 mph. Sidewalk exists along both sides of Maryhill Dr. No centerline or lane line markings exist. SCHOOL word marking exists south of the intersection in the southbound direction. Street lighting exists along Maryhill Dr. Parking is regulated on both sides of Maryhill Dr with 2-hour maximum, 7 AM and 4 PM on school days. The east side of Maryhill Dr at Western Ave has a NO PARKING HERE TO CORNER zones in order to keep the intersection sight lines open to view cross traffic.

Stopping sight distance (SSD) for both streets is 155 ft based on the posted speed limit of 25 mph. In-field SSD is 365 ft, more than the minimum required. No Green Bay Metro Transit bus routes or stops exist near the intersection. No STOP AHEAD warning signs exist on Maryhill Dr approaching the intersection. See Figures 3a through 3d for photos of the intersection.

Figure 3a – Eastbound Western Ave approaching Maryhill Dr looking East



Figure 3b – Westbound Western Ave approaching Maryhill Dr looking West



Figure 3c – Northbound Western Ave at Maryhill Dr looking West



Figure 3d – Northbound Western Ave at Maryhill Dr looking East



Crash History

No crashes have occurred at the intersection in the past 5 years.

Vehicle and Pedestrian Traffic

Weekday vehicle volumes collected from Tue Sep 1 through Tue Sep 8, 2020 are summarized in Table 1. No pedestrian or bike counts were collected as part of this study.

Table 1 –Weekday Vehicle Volume Summary, Western Ave at Maryhill Dr

Weekday Vehicle Entering Volume Summary

Major Street: Western Ave			Eastbound & Westbound						
Minor Street: Maryhill Dr			Northbound						
Start Date: 1-Sep-20									
End Date: 8-Sep-20									
TIME		NB	SB	EB	WB	Minor	Major	TOTAL	EB + WB
FROM	TO					NB + SB	EB + WB		RANK
12:00 AM	1:00 AM	3		11	14	3	25	28	
1:00 AM	2:00 AM	1		9	10	1	19	20	
2:00 AM	3:00 AM	2		10	9	2	19	21	
3:00 AM	4:00 AM	1		9	5	1	14	15	
4:00 AM	5:00 AM	1		17	5	1	22	23	
5:00 AM	6:00 AM	2		27	9	2	36	38	
6:00 AM	7:00 AM	4		55	30	4	85	89	
7:00 AM	8:00 AM	10		55	48	10	103	113	
8:00 AM	9:00 AM	7		61	44	7	105	112	
9:00 AM	10:00 AM	12		89	53	12	142	154	
10:00 AM	11:00 AM	12		104	59	12	163	175	
11:00 AM	12:00 PM	16		107	71	16	178	194	6
12:00 PM	1:00 PM	20		120	78	20	198	218	4
1:00 PM	2:00 PM	15		116	78	15	194	209	5
2:00 PM	3:00 PM	20		135	88	20	223	243	2
3:00 PM	4:00 PM	27		121	96	27	217	244	3
4:00 PM	5:00 PM	26		126	99	26	225	251	1
5:00 PM	6:00 PM	22		97	77	22	174	196	7
6:00 PM	7:00 PM	14		90	72	14	162	176	8
7:00 PM	8:00 PM	12		67	57	12	124	136	
8:00 PM	9:00 PM	11		50	45	11	95	106	
9:00 PM	10:00 PM	10		33	35	10	68	78	
10:00 PM	11:00 PM	5		23	25	5	48	53	
11:00 PM	12:00 AM	4		14	17	4	31	35	
TOTAL		257	0	1,546	1,124	257	2,670	2,927	

Multi-Way Stop Application Warrant Analysis

A multi-way STOP application study for the intersection can be found in Figure 5. All warrants as defined in the current editions of the Federal and State Manual on Uniform Traffic Control Devices (MUTCD) were evaluated.

Figure 5 - Multi-Way Stop Application Warrant Analysis

MULTI-WAY STOP SIGN WARRANTS

LOCATION: Western Ave at Maryhill Dr

DATE: Wed Sep 23, 2020

WARRANT
MET ?

1. Are traffic signals warranted/justified?
(Multi-way STOP is an interim measure while signals are being designed and constructed) No
2. Have there been 5 or more reported crashes in a 12-month period that are susceptible to correction by a multi-way STOP installation?
(4 crashes using 80% criteria) No
- 3.(a) 8-hour traffic volumes on the Major Street (total of both approaches)

	TIME	TOTAL VEHICLES Major Street	100% WARRANT REQUIREMENT	80% WARRANT REQUIREMENT	WARRANT MET ?
1	4:00 PM	225	300	240	No
2	2:00 PM	223	300	240	No
3	3:00 PM	217	300	240	No
4	12:00 PM	198	300	240	No
5	1:00 PM	194	300	240	No
6	11:00 AM	178	300	240	No
7	5:00 PM	174	300	240	No
8	6:00 PM	162	300	240	No

- 3.(b) Same 8-hour traffic volumes on the Minor Street (combined vehicle, ped, and bike volume; total of both approaches)

	TIME	TOTAL VEHICLES Minor Street	100% WARRANT REQUIREMENT	80% WARRANT REQUIREMENT	WARRANT MET ?
1	4:00 PM	26	200	160	No
2	2:00 PM	20	200	160	No
3	3:00 PM	27	200	160	No
4	12:00 PM	20	200	160	No
5	1:00 PM	15	200	160	No
6	11:00 AM	16	200	160	No
7	5:00 PM	22	200	160	No
8	6:00 PM	14	200	160	No

- 3.(c) If 85th-percentile speed exceeds 40 mph, are Items 3a & 3b met when volumes are 70% of their value?

n/a

4. Where no single criterion is satisfied, are Criteria 2, 3a, and 3b all satisfied to 80% of the minimum values?

No

Other criteria considered included:

- A. The need to control left-turn conflicts: NO
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes: NO
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop: NO
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection: NO

Discussion

Sixteen years ago, a multi-way STOP warrant study was conducted by DPW at this intersection. Staff presented the report to the Traffic Commission on October 25, 2004. Based on objective data and field review at the time, staff did not recommend the installation of a multi-way STOP condition. Traffic Commission ultimately denied the multi-way STOP request.

In review of the 5-year crash history, no crashes means that a safe traffic environment exists today. Adding a STOP condition on Western Ave will most likely add crashes, specifically rear-end crashes.

MUTCD Section 2B.04, Right-of-Way at Intersections, states that "YIELD or STOP signs should not be used for speed control". If concerned residents are requesting the STOP condition on Western Ave to reduce motorist speed, DPW maintains the position of the FHWA and WisDOT by not recommending installing STOP signs for speed control.

Referring to a comprehensive study conducted by W. Martin Bretherton Jr., P.E. (Georgia), a member of the Institute of Transportation Engineers (ITE), entitled " Multi-Way Stops - The Research Shows the MUTCD is Correct!" which concluded that:

1. Multi-way stops do not control speeds
2. Stop compliance is poor at unwarranted multi-way stop signs
3. Before-After studies show multi-way stop signs do not reduce speeds on residential streets
4. Unwarranted multi-way stops increased speed some distance from intersections (the studies hypothesizing that motorists are making up the time they lost at the "unnecessary" stop sign)
5. Multi-way stop signs have high operating costs based on vehicle operating costs,

vehicular travel times, fuel consumption and increased vehicle emissions

6. Safety of pedestrians is decreased at unwarranted multi-way stops, especially small children (it seems that pedestrians expect vehicles to stop at the stop signs but many vehicles have gotten in the habit of running the "unnecessary" stop sign)
7. Stop signs increase noise in the vicinity of an intersection. The noise is created by the vehicle braking noise at the intersection and the cars accelerating up to speed.

Conclusions

No multi-way stop warrants were met. The Western Ave and Maryhill Dr multi-way STOP warrant study resulted in a recommendation to continue operating the intersection as a 1-WAY STOP condition where Maryhill Dr traffic stops for Western Ave traffic.

Recommendations

1. To deny the request to establish a 3-WAY STOP condition at Western Avenue at Maryhill Drive.
2. To maintain the existing 1-WAY STOP control (Maryhill Dr traffic stops for Western Ave traffic)



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.6

Termination of 90-Day Trial: Remove the NO PARKING zone on the north side of Thomas Street from a point 85 feet west of Velp Avenue to Velp Avenue.

BACKGROUND

RECOMMENDATION

Remove the NO PARKING zone on the north side of Thomas Street from a point 85 feet west of Velp Avenue to Velp Avenue.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.7

Termination of 90-Day Trial: Remove the NO PARKING zone on the south side of Radisson Street from Quincy Street to a point 35 feet east of Webster Avenue.

BACKGROUND

RECOMMENDATION

Remove the NO PARKING zone on the south side of Radisson Street from Quincy Street to a point 35 feet east of Webster Avenue.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.8

Termination of 90-Day Trial: Remove the NO PARKING zone on the north side of Radisson Street from Webster Court to a point 90 feet east of St. George Street.

BACKGROUND

RECOMMENDATION

Remove the NO PARKING zone on the north side of Radisson Street from Webster Court to a point 90 feet east of St. George Street.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.9

Termination of 90-Day Trial: Remove the NO PARKING zone on the north side of Radisson Street from Quincy Street to Webster Avenue.

BACKGROUND

RECOMMENDATION

Remove the NO PARKING zone on the north side of Radisson Street from Quincy Street to Webster Avenue.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.10

Termination of 90-Day Trial: Remove the NO PARKING zone on the north side of Radisson Street from a point 588 feet west of Webster Court to a point 665 feet west Webster Court.

BACKGROUND

RECOMMENDATION

Remove the NO PARKING zone on the north side of Radisson Street from a point 588 feet west of Webster Court to a point 665 feet west Webster Court.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.11

Termination of 90-Day Trial: Remove the NO PARKING zone on the north side of Radisson Street from a point 60 feet east of Irwin Avenue to a point 30 feet west of Irwin Avenue.

BACKGROUND

RECOMMENDATION

Remove the NO PARKING zone on the north side of Radisson Street from a point 60 feet east of Irwin Avenue to a point 30 feet west of Irwin Avenue.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.12

Termination of 90-Day Trial: Remove the NO PARKING zone on the south side of Radisson Street from a point 30 feet east of Irwin Avenue to a point 60 feet west of Irwin Avenue.

BACKGROUND

RECOMMENDATION

Remove the NO PARKING zone on the south side of Radisson Street from a point 30 feet east of Irwin Avenue to a point 60 feet west of Irwin Avenue.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.13

Termination of 90-Day Trial: Establish a NO PARKING zone on the north side of Radisson Street from Quincy Street to a point 60 feet east of Irwin Avenue.

BACKGROUND

RECOMMENDATION

Establish a NO PARKING zone on the north side of Radisson Street from Quincy Street to a point 60 feet east of Irwin Avenue and adopt by ordinance.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.14

Termination of 90-Day Trial: Establish a NO PARKING zone on the south side of Radisson Street from Quincy Street to a point 30 feet east of Irwin Avenue.

BACKGROUND

RECOMMENDATION

Establish a NO PARKING zone on the south side of Radisson Street from Quincy Street to a point 30 feet east of Irwin Avenue and adopt by ordinance.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # F.I

Report by the Traffic Engineer on the resignation of Ray Smith from the Traffic, Bicycle, & Pedestrian Commission. (All Alders).

BACKGROUND

See attached resignation letter.

RECOMMENDATION

No action required. Informational.

FISCAL IMPACT

ATTACHMENTS

- I. TBPC Resignation Letter (Ray Smith)

Dave Hansen

From: Ray Smith <ray.smith@omnni.com>
Sent: Tuesday, October 06, 2020 8:01 AM
To: Matt Kuepers; Dave Hansen
Subject: Fwd: TBPC My Resignation

Hi Matt,

After the last meeting I was very distraught.

We asked Dave and his staff to do a study for the speed limit on Webster Ave.

Many hours and resources were assigned to this project costing several thousand dollars I'm sure. The report states the safest and best speed is 40MPH.

Someone likes 35MPH, all in favor. I couldn't believe it. I couldn't talk, I tried to object but we were on to the next item.. What a waste of taxpayers money

This is also my resignation

Sorry if this puts you in a bad situation but I do not want to be a part of this.

I enjoyed my time on the committee until the September meeting

Ray Smith

Sent from my iPad



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

MEETING DATE

October 19, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # F.2

Next meeting: Monday, November 16, 2020, at 5:30 p.m. Location TBD.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None