



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, NOVEMBER 16, 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, Brigid Riordan, and 2 vacancies.

C. Approval of the Agenda.

- I. Approval of the Monday, November 16, 2020 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

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

E. Regular Business.

- I. *Initial Request:* Consideration with possible action on the request by Ald. Galvin to install a marked crosswalk across East Mason Street at Goodell Street. (Ald. Galvin – District 4)
2. *Initial Request:* Consideration with possible action on the request by Ald. Lefebvre to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from Pine Street to University Avenue. (Ald. Lefebvre - District 6)

3. *Referred Back from Council:* To deny the request to establish a 3-WAY STOP condition at Western Avenue at Maryhill Drive and maintain the existing 1-WAY STOP control (Maryhill Drive traffic stops for Western Avenue traffic). (Ald. Wery – District 8)

F. Informational.

- I. Next meeting: Monday, January 18, 2021 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, and Pedestrian Commission 11/16/2020

Zoom Meeting Information

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

Join Zoom Meeting

<https://us02web.zoom.us/j/88485548461?pwd=Q3dtTFg1TkFpVEwxYkGxzS29uQ2NBdz09>

Meeting ID: 884 8554 8461

Passcode: 403444

One tap mobile

+19292056099,,88485548461#,,,,,0#,,403444# US (New York)

+13017158592,,88485548461#,,,,,0#,,403444# US (Germantown)

Dial by your location

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

Meeting ID: 884 8554 8461

Passcode: 403444

Find your local number: <https://us02web.zoom.us/j/88485548461?pwd=Q3dtTFg1TkFpVEwxYkGxzS29uQ2NBdz09>

Additional Information

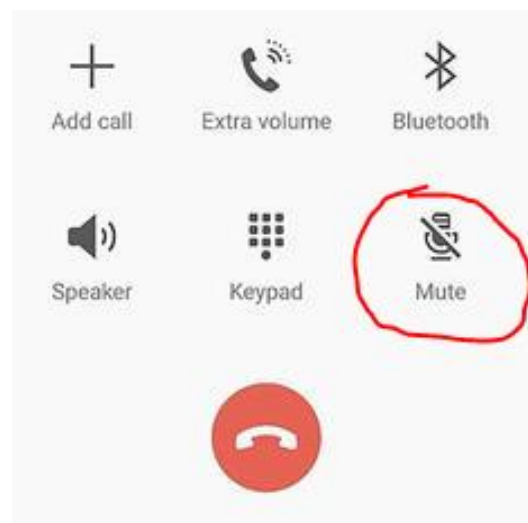
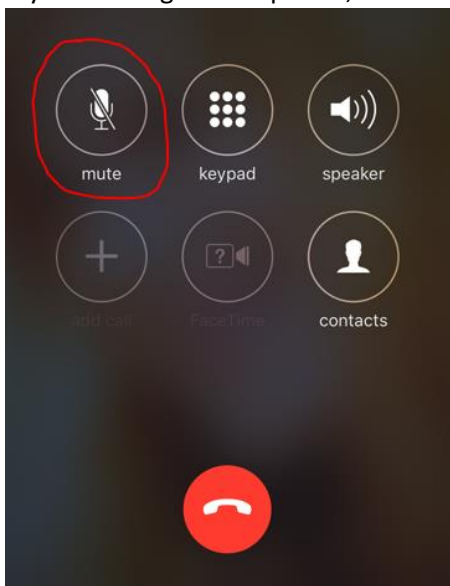
1. Wisconsin Open Meetings Law still applies
 - a. Persons interested in speaking to an item must give their name and address
 - b. Committee/Commission/Board members will still follow *Roberts Rules of Order*
2. All zoom meetings will have a password in the instructions. Please enter when prompted.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

November 16, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.I

Initial Request: Consideration with possible action on the request by Ald. Galvin to install a marked crosswalk across East Mason Street at Goodell Street. (Ald. Galvin – District 4)

BACKGROUND

Two years ago, a similar request to relocate the Hartung St crossing to Goodell St was heard and was received and placed on file. This request is different in that there is no proposal to change the Mason-Hartung intersection.

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

November 16, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.2

Initial Request: Consideration with possible action on the request by Ald. Lefebvre to review and potentially change the SPEED LIMIT 25 zone on North Webster Avenue from Pine Street to University Avenue. (Ald. Lefebvre - District 6)

BACKGROUND

Recently, the speed limit changed from 25 mph to 35 mph along N Webster Ave between University Ave and Klaus St. This request would effectively extend the 35 mph speed zone south to Pine St.

RECOMMENDATION

Refer to staff for study.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

November 16, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.3

Referred Back from Council: To deny the request to establish a 3-WAY STOP condition at Western Avenue at Maryhill Drive and maintain the existing I-WAY STOP control (Maryhill Drive traffic stops for Western Avenue traffic). (Ald. Wery – District 8)

BACKGROUND

Report is attached.

RECOMMENDATION

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

FISCAL IMPACT

ATTACHMENTS

- I. 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

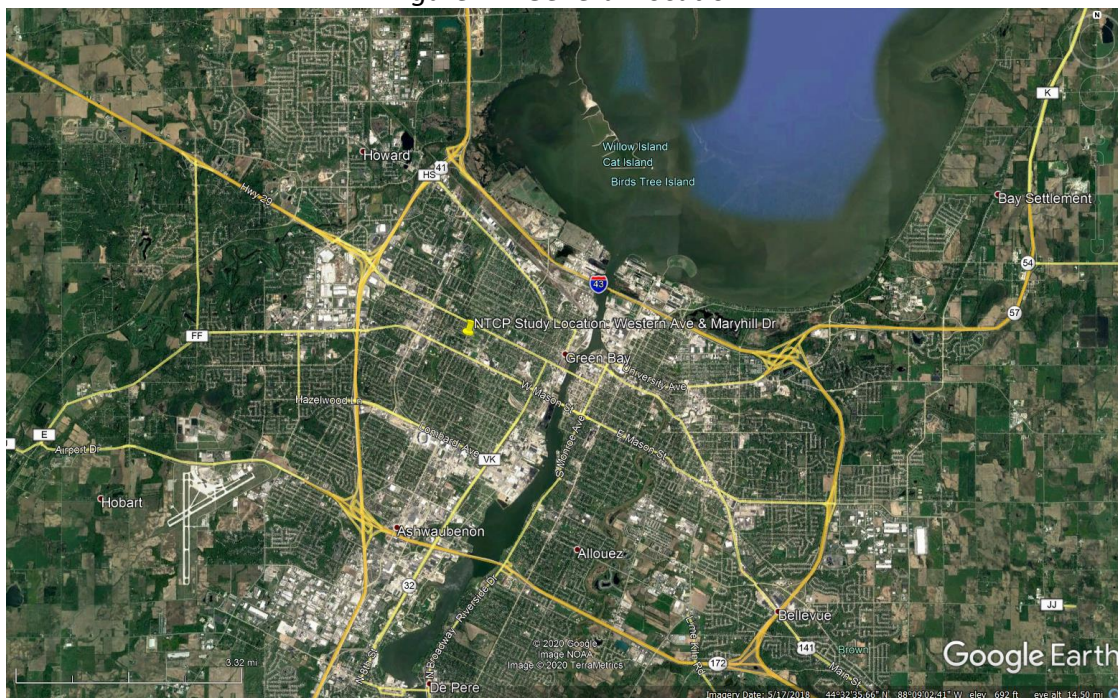


Figure 2a – Neighborhood View

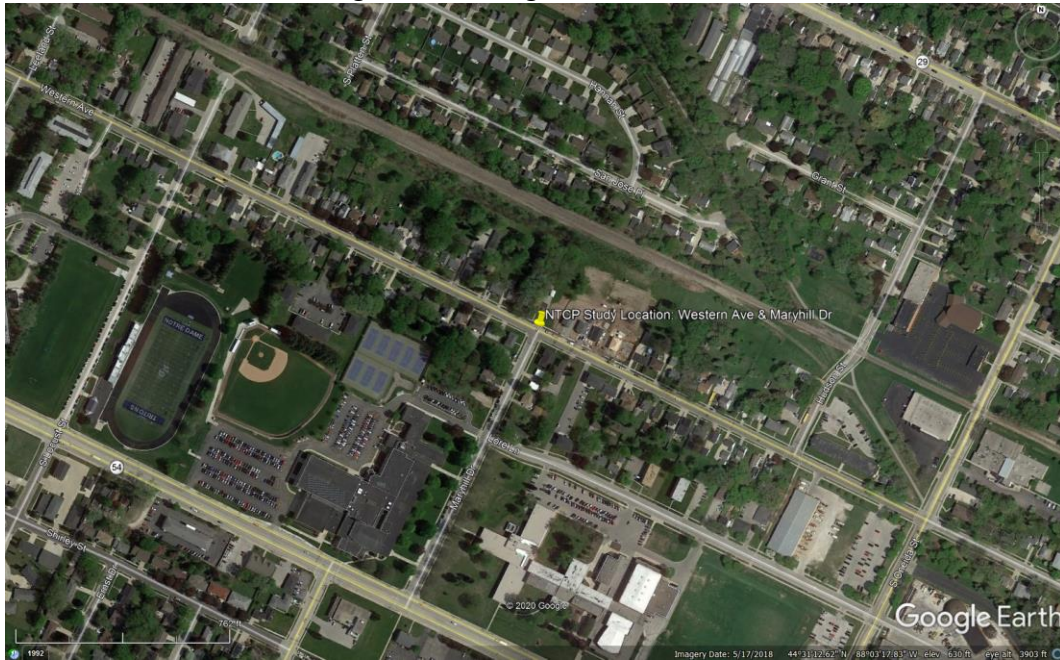


Figure 2b – Neighborhood View



Figure 2c – Neighborhood View

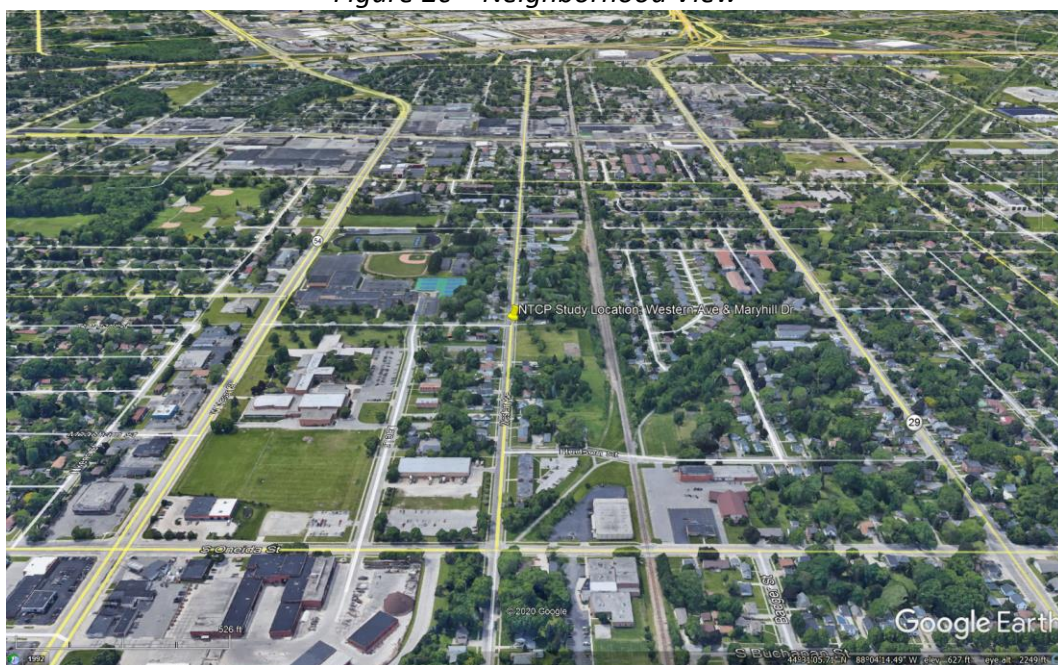
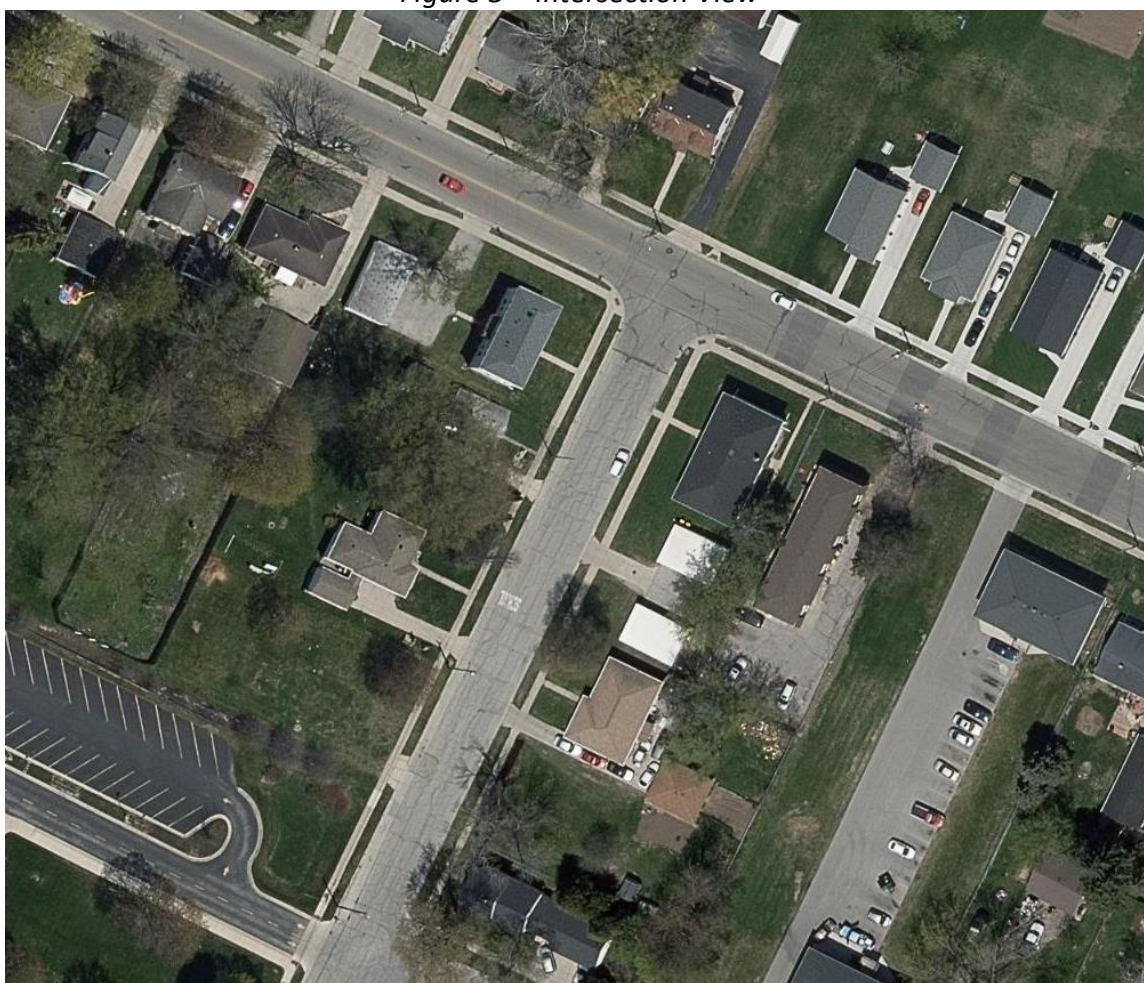


Figure 3 – Intersection View



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

November 16, 2020

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # F.I

Next meeting: Monday, January 18, 2021 at 5:30 p.m. Location TBD.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None