



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, JULY 19, 2021, 5:30 PM
Virtual Meeting. Public may join via Zoom.

A. Zoom Meeting Information.

1. This item contains documents which provide call in information and instructions for the Zoom meeting.

B. Roll Call.

1. *Members:* Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Alder Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, and Kasha Huntowski, and 1 vacancy.

C. Approval of the Agenda.

D. Approval of Minutes.

E. Regular Business.

1. *Initial Request:* Consideration with possible action on the request by Ald. Galvin to install crosswalk buttons at the intersection of Porlier Street and Monroe Avenue for pedestrians crossing Porlier Street. (Ald. Galvin - District 4)
2. *Initial Request:* Consideration with possible action on the request by Lynn Kamps to establish a loading zone on the west side of Beacon Lane from Capitol Drive to a point 75 north of Capitol Drive. (Ald. Wery – District 8)
3. *Initial Request:* Consideration with possible action on the request by Ald. Steuer to convert the signalized intersection of Taylor Street and Dousman Street to a 3-WAY STOP condition. (Ald. Steuer – District 10)
4. *Initial Request:* Consideration with possible action on the request by Ald. Brunette to improve traffic conditions and enforcement of violations on city streets. (Ald. Brunette – District 12)
5. *Referred Back from Study:* Consideration with possible action on a request by Tess Warner of Huth Street to remove the stop signs on Oakdale Avenue at the intersection of Huth Street

to convert an ineffective three-way stop to a single-stop intersection. (Ald. Gerlach – District 3)

6. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the east side of Auto Plaza Drive, from Auto Plaza Way to a point 140 feet south of Auto Plaza Way.
7. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the east side of Auto Plaza Drive, from a point 215 feet south of Auto Plaza Way to a point 303 feet south of Auto Plaza Way.
8. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the east side of Auto Plaza Drive, from a point 483 feet south of Auto Plaza Way to a point 584 feet south of Auto Plaza Way.
9. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the west side of Auto Plaza Drive, from a point 200 feet south of Auto Plaza Way to a point 275 feet south of Auto Plaza Way.
10. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the west side of Auto Plaza Drive, from a point 440 feet south of Auto Plaza Way to a point 515 feet south of Auto Plaza Way.
11. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the east side of Donald Driver Way from a point 290 feet north of Dousman Street to its north terminus.
12. *Termination of 90-Day Trial:* Remove the NO PARKING zone on the west side of Donald Driver Way from a point 310 feet north of Dousman Street to its north terminus.
13. *Termination of 90-Day Trial:* Establish a NO PARKING zone on both sides of Kellogg Street from Broadway to Donald Driver Way
14. *Termination of 90-Day Trial:* Establish a NO PARKING zone on both sides of Kellogg Street from Broadway to Donald Driver Way
15. *Termination of 90-Day Trial:* Establish a NO PARKING zone on the east side of Donald Driver Way from a point 290 feet north of Dousman Street to a point 285 feet north of Kellogg Street.
16. *Termination of 90-Day Trial:* Establish a NO PARKING zone on the west side of Donald Driver Way from a point 310 feet north of Dousman Street to a point 285 feet north of Kellogg Street.
17. *Termination of 90-Day Trial:* Establish a NO PARKING zone on both sides of Donald Driver Way from a point 370 feet south of Bond Street to Bond Street.
18. *Termination of 90-Day Trial:* Establish a NO PARKING zone on both sides of Bond Street from a point 70 feet west of Donald Driver Way to Donald Driver Way.
19. *Termination of 90-Day Trial:* Establish a NO PARKING zone on both sides of Bond Street from Broadway to a point 70 feet east of Broadway.

20. *Termination of 90-Day Trial:* Establish a NO PARKING 30-MINUTE LOADING zone on the north side of Bond Street from a point 70 feet west of Donald Driver Way to a point 140 feet west of Donald Driver Way.
21. *Termination of 90-Day Trial:* Establish a 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the north side of Bond Street from a point 70 feet east of Broadway to a point 350 feet east of Broadway.
22. *Termination of 90-Day Trial:* Establish a 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the south side of Bond Street from a point 70 feet east of Broadway to a point 420 feet east of Broadway.

F. Informational.

- I. Next meeting: Monday, August 16, 2021.

G. Public Hearings.

H. Adjournment.

- I. Adjournment of the current Traffic, Bicycle, and Pedestrian Commission meeting.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov
- 2) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) QUORUM: Please take notice that a majority or quorum of the Common Council will attend this Traffic, Bicycle, & Pedestrian Commission meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.

Virtual Meeting Instructions



Traffic, Bicycle, & Pedestrian Commission

Zoom Meeting Information

Join Zoom Meeting

<https://us02web.zoom.us/j/88142236222?pwd=T3d6Q2RKTmEyczF6Rm5qVGJmb0Q5QT09>

Meeting ID: 881 4223 6222

Passcode: 938023

One tap mobile

+19292056099,,88142236222#,,,,*938023# US (New York)

+13017158592,,88142236222#,,,,*938023# US (Washington D.C)

Dial by your location

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington D.C)

+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: 881 4223 6222

Passcode: 938023

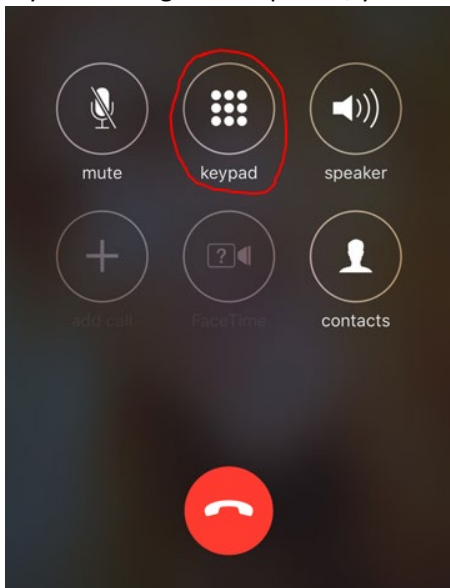
Find your local number: <https://us02web.zoom.us/j/kcQxbzaI3T>

Additional Information

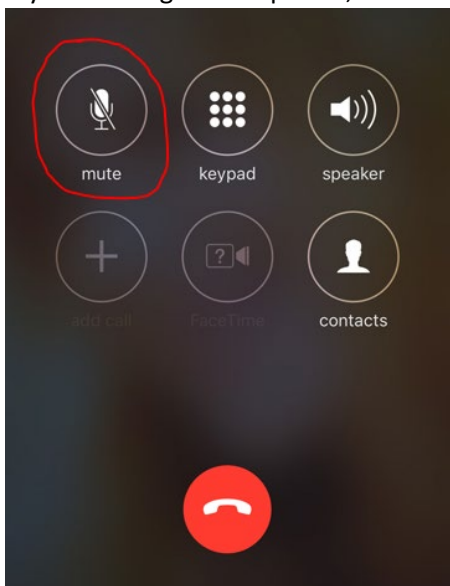
1. Wisconsin Open Meetings Law still applies
 - a. Persons interested in speaking to an item must give their name and address
 - b. Committee/Commission/Board members will still follow *Roberts Rules of Order*
2. All zoom meetings will have a password in the instructions. Please enter when prompted.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

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.1

Initial Request: Consideration with possible action on the request by Ald. Galvin to install crosswalk buttons at the intersection of Porlier Street and Monroe Avenue for pedestrians crossing Porlier Street. (Ald. Galvin - District 4)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 2021-07-15 Dist 4 to TBP



Alders' Petitions and Communications

Name:

Committee Name:

Today's Date:

Text of Communication:

Upon completing this form, please email it to the City Clerk.



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.2

Initial Request: Consideration with possible action on the request by Lynn Kamps to establish a loading zone on the west side of Beacon Lane from Capitol Drive to a point 75 north of Capitol Drive. (Ald. Wery – District 8)

BACKGROUND

Visitors and staff at a new business/clinic on the NE corner of Beacon-Capitol are taking a lot of the available on-street parking. When they park near the rear entrance to the Bring It Errands business, located in the SW corner, no available on-street space is left for deliveries to and from their business. Box trucks deliver each morning and periodically during the day. Most deliveries take place Monday through Friday between 8 AM to noon.

RECOMMENDATION

That, on a 90-day trial, to establish a NO PARKING 15-MINUTE LOADING ONLY MONDAY THROUGH FRIDAY 8 AM TO 12 PM zone on the west side of Beacon Lane from Capitol Drive to a point 75 feet north of Capitol Drive.

FISCAL IMPACT**ATTACHMENTS**

- I. Beacon Road



Western Ave

Beacon Ln

Create a 15 Minute Loading Zone from Capital Drive to a point 75 north of Capital Drive. Business on west side take deliveries from this area.

New Clinic has taken up all on Street Parking.

Capitol Dr



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.3

Initial Request: Consideration with possible action on the request by Ald. Steuer to convert the signalized intersection of Taylor Street and Dousman Street to a 3-WAY STOP condition. (Ald. Steuer – District 10)

BACKGROUND

The west half of Taylor St is in the Village of Howard. The remainder of the intersection is in the City. Changing intersection traffic control requires an engineering study.

RECOMMENDATION

Refer to staff the request to convert the signalized intersection of Taylor Street and Dousman Street to a 3-WAY STOP condition.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.4

Initial Request: Consideration with possible action on the request by Ald. Brunette to improve traffic conditions and enforcement of violations on city streets. (Ald. Brunette – District 12)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Traffic Late Communication



Alders' Petitions and Communications

Name:

Committee Name:

Today's Date:

Text of Communication:

Upon completing this form, please email it to the City Clerk.



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.5

Referred Back from Study: Consideration with possible action on a request by Tess Warner of Huth Street to remove the stop signs on Oakdale Avenue at the intersection of Huth Street to convert an ineffective three-way stop to a single-stop intersection. (Ald. Gerlach – District 3)

BACKGROUND

See attached report.

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. M awsc warrants Oakdale-Huth 2021.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: **Intersection Control Analysis, Oakdale Avenue at Huth Street South**

Date: Tuesday, June 8, 2021

This memorandum serves as my response to the motion to refer to staff the request to remove the stop signs on Oakdale Avenue at the intersection of Huth Street to convert an ineffective three-way stop to a single-stop intersection. (Ald. Gerlach – District 3).

This memo will be presented at the Monday, July 19, 2021 TBPC meeting.

Existing Site Conditions

The intersection of Oakdale Ave and Huth St S is located on the east side of the City of Green Bay, in Aldermanic District 3 (Ald. Gerlach). See Figure 1 for General Location, Figure 2a for a Neighborhood View and Figure 3 for an Intersection View.

Figure 1 – General Location

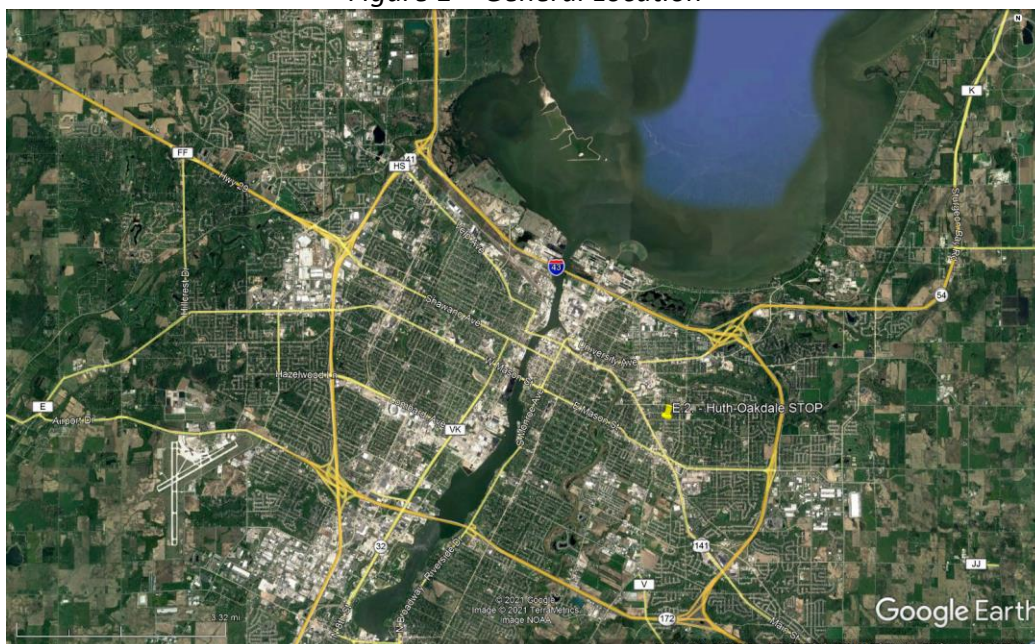


Figure 2 – Neighborhood View

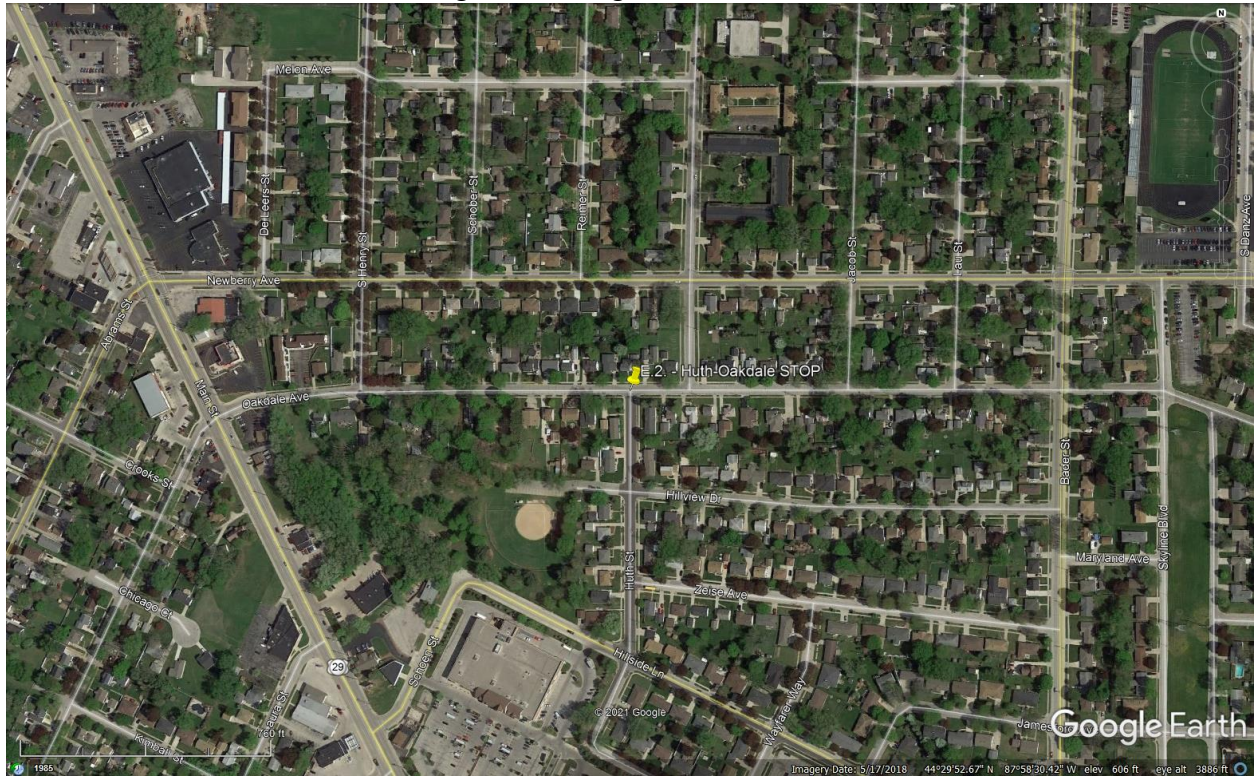
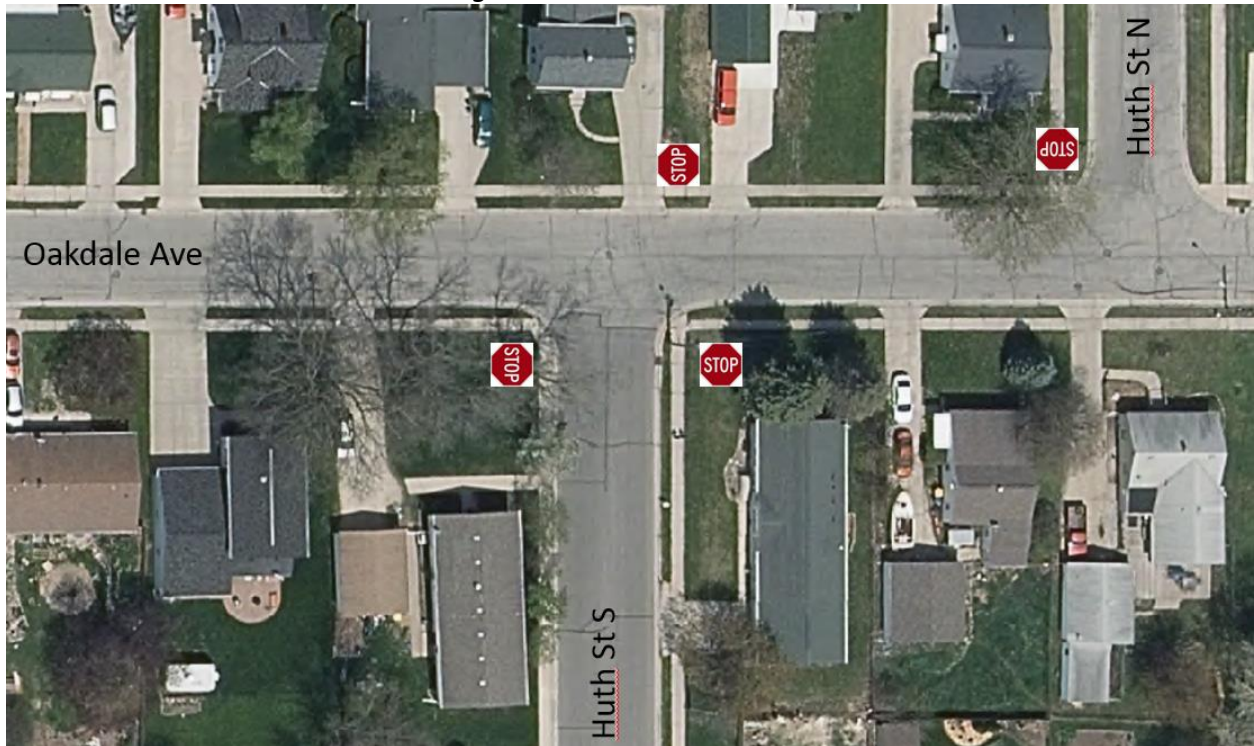


Figure 3 – Intersection View



The intersection of Oakdale Ave and Huth St South operates under a three-way or all-way STOP condition. The intersection immediately east of it, Oakdale-Huth North, is identical to it except it has a one-way STOP condition for southbound Huth St.

Oakdale Ave is an east-west urban local street which runs between Main St and Skyline Blvd. Single family residential homes abut the roadway. Oakdale Ave has an asphaltic surface and consists of 1 travel lane in each direction and parking lanes on both sides of the street. Roadway width is 32 ft. Parking is time restricted or regulated in spot locations and near Olde Preble Neighborhood Park. The posted speed limit is 25 mph. Sidewalk exists along both sides of Oakdale Ave. No centerline or lane line markings exist. Street lighting exists along Oakdale Ave. No marked crosswalks exist.

Huth St is a north-south urban local street which runs between Emma Dr and Deckner Ave, and has a 175 ft offset at Oakdale Ave. Single family residential homes abut the roadway. Huth St has an asphaltic surface and consists of 1 travel lane in each direction and parking lanes on both sides of the street. Roadway width is 36 ft south of Oakdale Ave. Parking is not restricted or regulated south of Oakdale Ave. The speed limit is 25 mph. Sidewalk exists along both sides of Huth St. No centerline or lane line markings exist. Street lighting exists along Huth St and at its intersection with Oakdale Ave. No marked crosswalks exist.

Stopping sight distance (SSD) for both streets is 155 ft based on the posted speed limit of 25 mph. In-field observed SSD is significantly longer than 155 ft, more than the minimum required. No Green Bay Metro Transit bus routes or stops exist near the intersection. See Figures 4a and 4b for photos of the intersection.

Figure 4a – Northbound Huth St at Oakdale Ave looking East



Figure 4b – Northbound Huth St at Oakdale Ave looking West



Crash History

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

Vehicle and Pedestrian Traffic

Weekday vehicle volumes are summarized in Table 1. No pedestrian or bike counts were collected as part of this study.

Table 1 –Weekday Vehicle Volume Summary, Oakdale Ave at Huth St

	Minor Huth St NB	Major Oakdale Ave EB	Major Oakdale Ave WB	Major Oakdale Ave EB + WB
Time				
0	5	5	4	9
100	7	5	3	8
200	5	6	3	9
300	2	2	0	2
400	7	5	0	5
500	20	12	0	12
600	28	23	0	23
700	39	31	0	31
800	62	48	0	48
900	44	30	21	51
1000	62	45	23	68
1100	79	53	32	85
1200	70	46	28	74
1300	62	41	30	71
1400	81	68	32	100
1500	131	89	50	139
1600	117	76	48	124
1700	111	70	51	121
1800	89	51	33	84
1900	75	45	31	76
2000	46	33	25	58
2100	33	18	16	34
2200	25	15	10	25
2300	11	7	5	12
TOTAL	1211	824	445	1269

Multi-Way Stop Application Warrant Analysis

A multi-way STOP application study for the intersection can be found in Table 2. All warrants as defined in the current editions of the Federal and State Manual on Uniform Traffic Control Devices (MUTCD) were evaluated.

Table 2 - Multi-Way Stop Application Warrant Analysis

ASWC Warrant Criteria										
MUTCD No										
MUTCD										
Met?	Criteria									
No	A. Is a signal justified? No v									
No	B. # of crashes in a 12 month period that can be corrected by multi-way stop control: 0									
No	C. Minimum Volumes									
1. Major road approach volume (total of both) at least 300 vph for min 8 hours? 2. Combined ped, bike, and veh volume on minor approach (total of both) at least 200 units per hour for the same 8 hours as criteria C-1? 3. If the 85th percentile speed on the major road exceeds 40 mph, may use 70% of the values in C-1 and C-2 Major Street 85th percentile mph: n/a										
	Time Period	From	To	Major Road: Both App.	Minor Road: Both App. (VPH)	C-1 (70%)	C-2 (70%)	Both Met?	D (80%)	Both Met?
	1	6:00	7:00	23	28	No	No	No	No	No
	2	7:00	8:00	31	39	No	No	No	No	No
	3	8:00	9:00	48	62	No	No	No	No	No
	4	9:00	10:00	51	44	No	No	No	No	No
	5	10:00	11:00	68	62	No	No	No	No	No
	6	11:00	12:00	85	79	No	No	No	No	No
	7	12:00	13:00	74	70	No	No	No	No	No
	8	13:00	14:00	71	62	No	No	No	No	No
	9	14:00	15:00	100	81	No	No	No	No	No
	10	15:00	16:00	139	131	No	No	No	No	No
	11	16:00	17:00	124	117	No	No	No	No	No
	12	17:00	18:00	121	111	No	No	No	No	No
	13	18:00	19:00	84	89	No	No	No	No	No
	14	19:00	20:00	76	75	No	No	No	No	No
	15	20:00	21:00	58	46	No	No	No	No	No
	16	21:00	22:00	34	33	No	No	No	No	No
No	D. Use when previous criteria have not been met: If 80% minimum values of Criteria B, C-1, and C-2 (C-3 excluded) are satisfied, warrant is met.									

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

In review of the 5-year crash history, having no crashes at the intersection point to a safe traffic environment existing currently. However, because none of the warrants in Table 2 were met, the STOP signs on Oakdale Ave are unnecessarily stopping traffic and could eventually add crashes in the future, 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 past concerned residents requested the STOP condition on Oakdale 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 motorists 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. No other traffic issues or concerns were found during the field observations. The warrant study resulted in no recommendation to continue operating the intersection as a multi-way STOP condition.

Recommendations

To remove the 3-WAY STOP condition at Oakdale Avenue and Huth Street South.

To establish a 1-WAY STOP condition on Huth Street South at Oakdale Avenue.



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.6

Termination of 90-Day Trial: Remove the NO PARKING zone on the east side of Auto Plaza Drive, from Auto Plaza Way to a point 140 feet south of Auto Plaza Way.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

AGENDA ITEM # E.7

Termination of 90-Day Trial: Remove the NO PARKING zone on the east side of Auto Plaza Drive, from a point 215 feet south of Auto Plaza Way to a point 303 feet south of Auto Plaza Way.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.8

Termination of 90-Day Trial: Remove the NO PARKING zone on the east side of Auto Plaza Drive, from a point 483 feet south of Auto Plaza Way to a point 584 feet south of Auto Plaza Way.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.9

Termination of 90-Day Trial: Remove the NO PARKING zone on the west side of Auto Plaza Drive, from a point 200 feet south of Auto Plaza Way to a point 275 feet south of Auto Plaza Way.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.10

Termination of 90-Day Trial: Remove the NO PARKING zone on the west side of Auto Plaza Drive, from a point 440 feet south of Auto Plaza Way to a point 515 feet south of Auto Plaza Way.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.11

Termination of 90-Day Trial: Remove the NO PARKING zone on the east side of Donald Driver Way from a point 290 feet north of Dousman Street to its north terminus.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.12

Termination of 90-Day Trial: Remove the NO PARKING zone on the west side of Donald Driver Way from a point 310 feet north of Dousman Street to its north terminus.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.13

Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Kellogg Street from Broadway to Donald Driver Way

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.14

Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Kellogg Street from Broadway to Donald Driver Way

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.15

Termination of 90-Day Trial: Establish a NO PARKING zone on the east side of Donald Driver Way from a point 290 feet north of Dousman Street to a point 285 feet north of Kellogg Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.16

Termination of 90-Day Trial: Establish a NO PARKING zone on the west side of Donald Driver Way from a point 310 feet north of Dousman Street to a point 285 feet north of Kellogg Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.17

Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Donald Driver Way from a point 370 feet south of Bond Street to Bond Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.18

Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Bond Street from a point 70 feet west of Donald Driver Way to Donald Driver Way.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.19

Termination of 90-Day Trial: Establish a NO PARKING zone on both sides of Bond Street from Broadway to a point 70 feet east of Broadway.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.20

Termination of 90-Day Trial: Establish a NO PARKING 30-MINUTE LOADING zone on the north side of Bond Street from a point 70 feet west of Donald Driver Way to a point 140 feet west of Donald Driver Way.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.2I

Termination of 90-Day Trial: Establish a 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the north side of Bond Street from a point 70 feet east of Broadway to a point 350 feet east of Broadway.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.22

Termination of 90-Day Trial: Establish a 2-HOUR PARKING 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the south side of Bond Street from a point 70 feet east of Broadway to a point 420 feet east of Broadway.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

July 19, 2021

PREPARED BY

AGENDA ITEM # F.1

Next meeting: Monday, August 16, 2021.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None