



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, JANUARY 17, 2022, 5:30 PM

Virtual Meeting. Attendees and public may join via zoom.

A. Zoom Meeting Information.

1. This item contains Zoom information, instructions, and a link to the Virtual Comment Form.

B. Roll Call.

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

C. Approval of the Agenda.

1. Approval of the Monday, January 18, 2022 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

1. Approval of the Monday, November 15, 2021 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

E. Regular Business.

1. *General Business:* Report by the Police Department of the 2021 4th quarter serious injury and fatal crashes. (All Alders)
2. *General Business:* Report by the Green Bay Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)
3. *Initial Request:* Consideration with possible action on the request by a resident at Highland Park to have the speed limit reduced on Morrow Street from 35 mph to 25 mph between North Henry Street and North Danz Avenue. (Ald. Stevens - District 5)
4. *Initial Request:* Consideration with possible action on the request by the Green Bay Police Department and Parking Division to modify the existing NO PARKING TAXI LIMO BUS

PARKING ONLY 10 PM TO 2 AM zone on the north side of Cherry Street and the existing NO PARKING TAXI LOADING ONLY 12 AM TO 3 AM SATURDAY AND SUNDAY zone on the east side of Washington Street to include food truck vendors. (Ald. Johnson - District 9)

5. *Held from Past Meeting:* Consideration with possible action on the request by Ald. Stevens to review and/or create bylaws for the Traffic, Bicycle and Pedestrian Commission.
6. *Referred Back From Study:* To refer to staff for study the request by Ald. Dorff to review the 40 mph speed limit on Church Road and reduce it to 35 mph. (Ald. Dorff - District 1)
7. *Termination of 90-Day Trial Period:* Remove the NO PARKING zone on the north side of Cass Street from Webster Avenue to a point 60 feet west of Irwin Avenue.
8. *Termination of 90-Day Trial Period:* Establish a NO PARKING zone on the north side of Cass Street from the cul-de-sac between Webster Avenue and Clay Street to Roosevelt Street.
9. *Termination of 90-Day Trial Period:* Establish a NO PARKING zone on the south side of Cass Street from Roosevelt Street to a point 60 feet west of Irwin Avenue.
10. *Termination of 90-Day Trial Period:* Remove the ONE-WAY YIELD condition on Peters Street at Basten Street.
11. *Termination of 90-Day Trial Period:* Establish a ONE-WAY STOP condition on Peters Street at Basten Street.

F. Informational.

1. Next meeting: Monday, February 15, 2022.

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

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 DC)

Dial by your location

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington DC)

+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/kcQxbzal3T>

Public Comments

If you wish to speak at this public meeting or leave a comment, please fill out the online [Comment Form](#) prior to the meeting.

Additional Information

1. Wisconsin Open Meetings Law still applies
 - a. Persons interested in speaking to an item must state their name and address for the minutes.
 - b. Committee/Commission/Board members will still follow *Roberts Rules of Order Newly Revised 12th edition*.
2. Please log into the Zoom meeting at least 10 minutes before the meeting begins to ensure a proper connection and that your technology is working.
 - a. If you are a Board Member, please log into [CivicClerk](#) with a computer, laptop, or tablet device.
3. Once you are in the meeting please mute yourself.
 - a. You may unmute yourself when you are called upon to speak.
4. Waiting room
 - a. When you call in or connect via web or Zoom app, you will be placed in a "waiting room."
 - b. The meeting host will then admit you to the meeting, and mute you upon entrance (you will still be able to hear and or otherwise observe the meeting).
5. 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 be tied to an email.
6. Raising your hand
 - a. Committee/Commission/Board members—you can either use CivicClerk and request to speak or you can also utilize the "raise your hand" tool in the Zoom platform (you'd need to use a computer or tablet) to let the host know you would like to speak. You can also un-mute yourself and start speaking.
 - b. Persons with items on the agenda or other interested parties—you can also utilize the "raise your hand" tool on the Zoom platform via computer or mobile device. You will be allowed to speak once the committee, commission, or board has moved to "open the floor for interested parties to speak." Once discussion on your agenda item has concluded, the host will mute you, unless the committee opens the floor again.
7. What devices should I use?
 - a. Smart phone (please see more detailed instructions on page 3)
 - b. Land line
 - c. Tablet—in advance of the meeting, please download the Zoom Meeting app by using either the Apple Store or the Play Store. You will be asked to input your name, to identify you for the meeting.
 - d. Computer—you can access the meeting through a web browser by clicking on the meeting link, or through the Zoom Meeting app. If using the app, please download it in advance of the meeting. You will be asked to input your name, to identify yourself for the meeting.
 - e. For tablet and computer users—if you download the app you may be asked to verify your email.

8. Zoom etiquette
 - a. Muting yourself when you're not speaking 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 state your name and address before you speak. Zoom meeting hosts can see only your telephone number and will ask you to identify yourself.
9. Closed session
 - a. Persons in the Zoom meeting will be put into a waiting room while the committee/commission/board meets in Closed Session. Participants will be admitted back into the Zoom meeting once the committee reconvenes in Open Session.
 - b. Persons watching a Common Council meeting live on YouTube will see a gray screen with the City logo during closed session.
10. Persons interested in attending anonymously or listening to the meeting may call in by dialing *67 followed by the phone number in the Zoom Meeting Information box.

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





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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # E.1

General Business: Report by the Police Department of the 2021 4th quarter serious injury and fatal crashes.
(All Alders)

BACKGROUND

RECOMMENDATION

Receive and placed on file.

FISCAL IMPACT

ATTACHMENTS

- I. 4th QRT FATAL 2021



Green Bay Police Department Operations Division



Lieutenant M. Sobieck

Email: Mike.Sobieck@greenbaywi.gov

920-448-3200 ext 0921

Fourth Quarter Fatal/Serious Crashes (October 1st, 2021 – December 31st, 2021)

No fatal or serious injury accidents occurred in Green Bay during the fourth quarter of 2021.



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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # E.2

General Business: Report by the Green Bay Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)

BACKGROUND

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

- I. TRAFFIC SAFETY PLAN JAN22



Green Bay Police Department

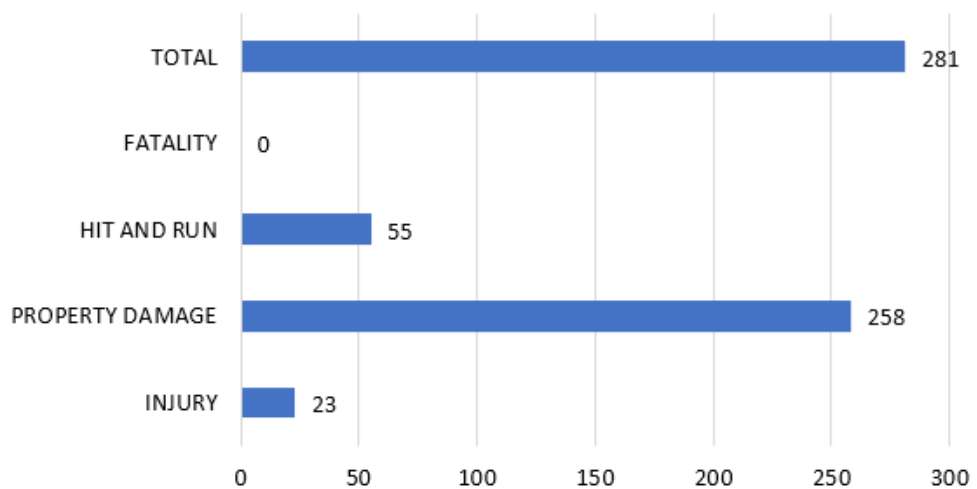
JANUARY 2022

Traffic Safety Plan

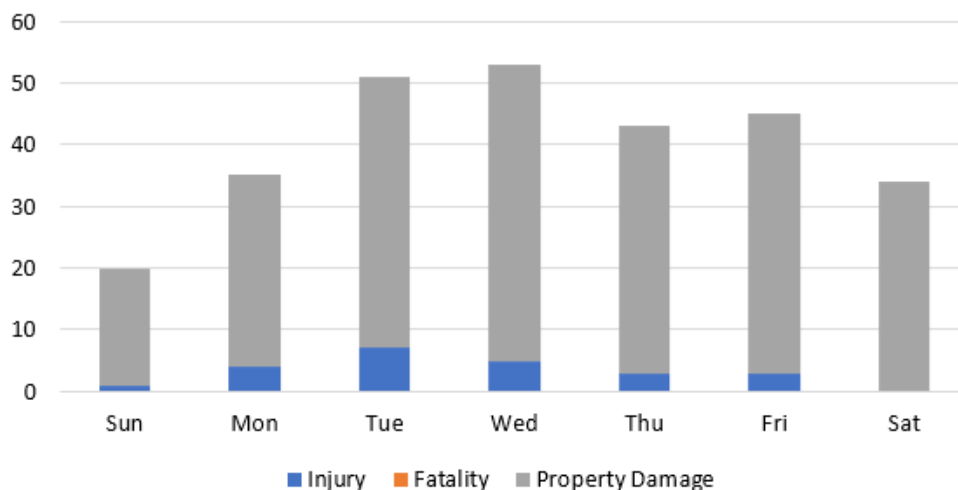
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The Police Department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the Police department will use a data driven approach for traffic enforcement. Data analytics from crash data, citizens complaints and speed boards will be used to identify traffic emphasis areas. Each month's report will be posted on the police department's website and will be presented at each months Traffic, Bicycle and Pedestrians Safety Committee meetings.

DECEMBER 2021 CRASH DATA

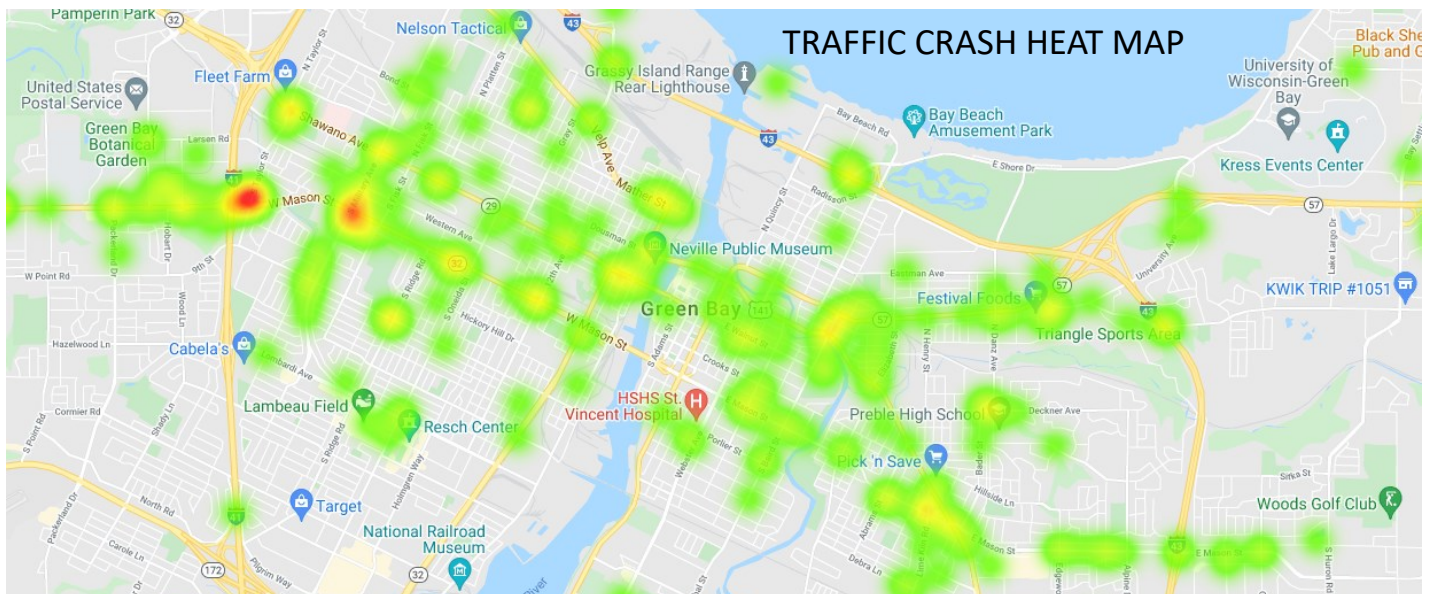
TOTAL ACCIDENTS



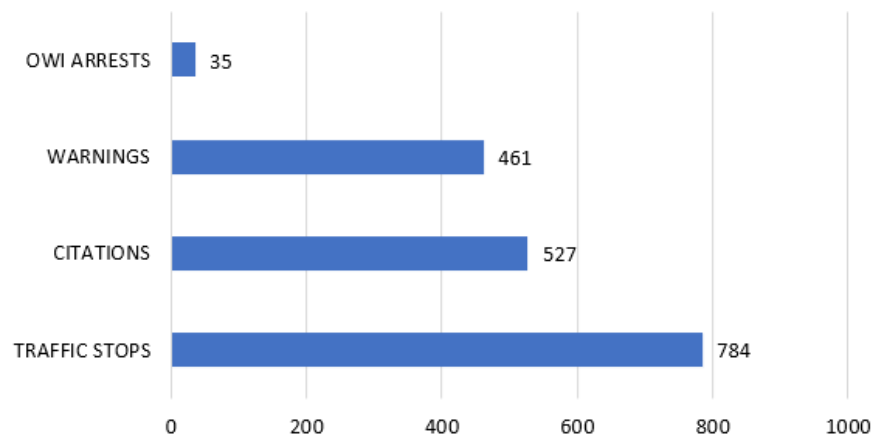
Accidents by days of the week



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN



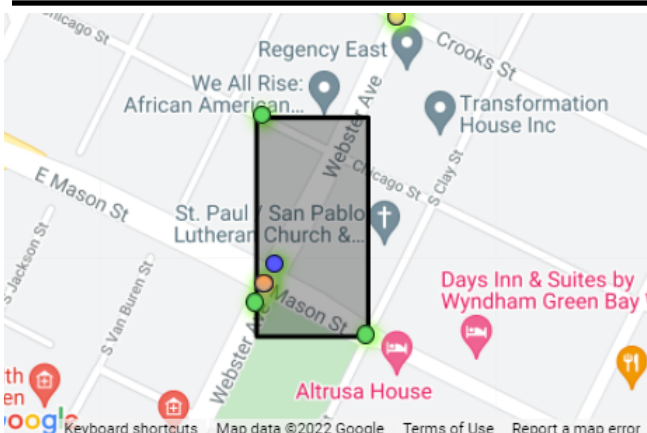
DECEMBER 2021 TRAFFIC STOPS



UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * OWI ENFORCEMENT— JANUARY 7TH, 14TH, 21ST AND 28TH
- * CLICK IT OR TICKET SEATBELT ENFORCEMENT—JANUARY 11TH AND JANUARY 27TH

ENFORCEMENT PRIORITY AREAS



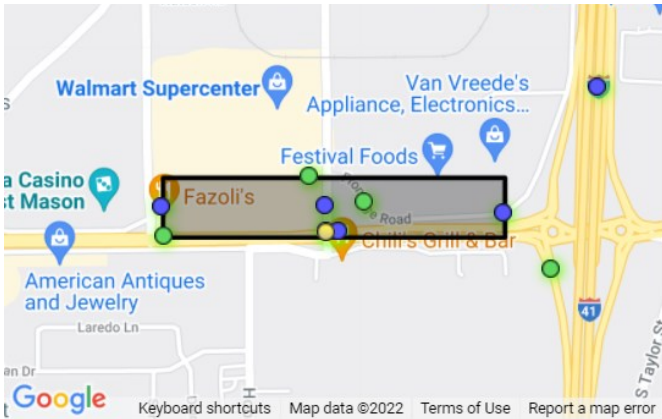
Analysis Area #1: GREEN BAY (C)

Total Crashes: 7

Contributing Factors:

- Speed (4)
- Distracted (1)
- Drug (1)
- Teen Driver (1)
- 65+ Driver (1)

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN



Analysis Area #2: GREEN BAY (C)

Total Crashes: 9

Contributing Factors:

- 65+ Driver (6)
- Seat Belt (2)
- Speed (2)
- Teen Driver (2)
- CMV (1)

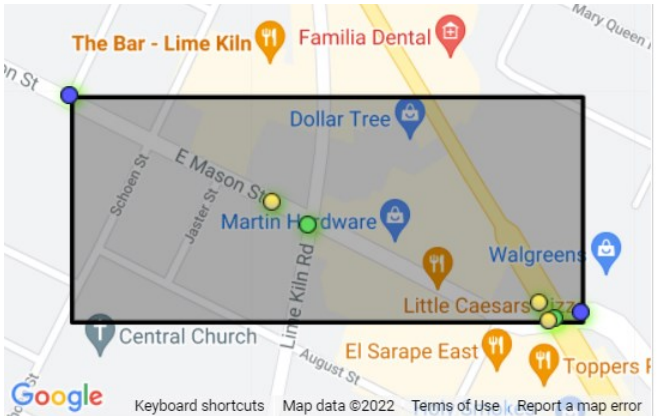


Analysis Area #3: GREEN BAY (C)

Total Crashes: 8

Contributing Factors:

- Alcohol (2)
- Speed (2)

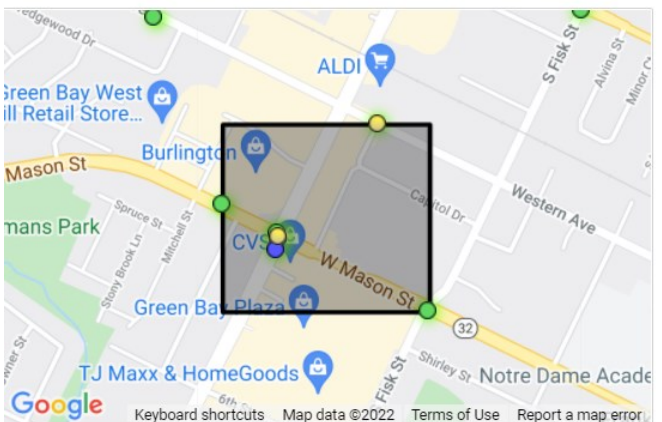


Analysis Area #4: GREEN BAY (C)

Total Crashes: 7

Contributing Factors:

- 65+ Driver (3)
- Alcohol (1)
- Distracted (1)
- Teen Driver (1)



Analysis Area #5: GREEN BAY (C)

Total Crashes: 7

Contributing Factors:

- Speed (3)
- 65+ Driver (1)
- Seat Belt (2)
- Motorcycle (1)
- Pedestrian (1)
- Teen Driver (1)

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

Traffic Complaints

District	Area	Complaint
A	N Platten St/ Minahan St	Speeding cars, all hours of the day
A	N Locust St/Dousman St	Speeding & stop sign violations—all times of the day
A	Southwest High School	Speeding in school zone
A	Taylor St	Vehicles leaving Kwik Trip parking lot are not yielding to right of way
B/C	Tilleman (Mason St) Bridge	Speeding—all times of day
D	3600 Humboldt Rd	Speeding all hours—between Huron Rd/Grandview Rd
D	Finger Rd/Fairway La	Noisy vehicles—weekdays 5:30am-6:00am
D	E Mason/East Town Way	Speeding—all times of the day

January Traffic Safety Advisory

Heavy Traffic Routes

As a General rule, Heavy Traffic is prohibited on most residential streets in the City of Green Bay. This is in the interest of traffic safety and maintaining the longevity of our streets.

Green Bay City Ordinance #40-67 defines a Heavy Traffic as any vehicle with a combined weight of vehicle and load in excess of 10,000lbs. This includes private and commercial vehicles.

There are exceptions:

- Government vehicles
- School District vehicles
- Transit buses
- Trucks may travel to locations off the truck route for the purpose of obtaining, moving, or delivering supplies, commodities, or equipment.



However, the truck must travel to the destination using the shortest, most practical route available.

Here is a link to the City of Green Bay Truck Route Map:

<https://greenbaywi.gov/DocumentCenter/View/4940/Truck-Routes>



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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # E.3

Initial Request: Consideration with possible action on the request by a resident at Highland Park to have the speed limit reduced on Morrow Street from 35 mph to 25 mph between North Henry Street and North Danz Avenue. (Ald. Stevens - District 5)

BACKGROUND

RECOMMENDATION

Refer to staff.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

January 17, 2022

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.4

Initial Request: Consideration with possible action on the request by the Green Bay Police Department and Parking Division to modify the existing NO PARKING TAXI LIMO BUS PARKING ONLY 10 PM TO 2 AM zone on the north side of Cherry Street and the existing NO PARKING TAXI LOADING ONLY 12 AM TO 3 AM SATURDAY AND SUNDAY zone on the east side of Washington Street to include food truck vendors. (Ald. Johnson - District 9)

BACKGROUND

A request was made by a local food truck vendor to allow food trucks to park in the 200 block of N Washington St. However, during weekends, that area becomes a NO STOPPING OR STANDING zone to assist the Police Department in keeping the peace as there used to be problems there prior to the NSOS zone being established. The vendor would park there anyway and was okay with paying the citations. Doing so though made it difficult for the Police to do their job.

A meeting took place in late 2021 between DPW, Parking, and Police staff and the food truck vendor. The meeting resulted in all parties agreeing to recommend adding food trucks to the existing TAXI BUS LIMO zone on the N side of Cherry St across from the Cherry St Ramp. Based on staff reports, there should be plenty of space for all four services to coexist. Therefore, staff supports the request. In addition, there is a TAX LOADING ONLY zone on the E side of Washington St just S of Doty St that could see the same benefits as the Cherry St location, and is recommended to add food truck vendors to that space as well.

RECOMMENDATION

On a 90-day trial, to:

- A. Remove the NO PARKING TAXI BUS LIMO ONLY 10:00 PM TO 2:00 AM zone on the north side of Cherry Street from Washington Street to Adams Street.
- B. Establish a NO PARKING TAXI BUS LIMO FOOD TRUCK ONLY 10:00 PM TO 2:00 AM zone on the north side of Cherry Street from Washington Street to Adams Street.
- C. Remove the NO PARKING TAXI LOADING ONLY 12:00 AM TO 3:00 AM SATURDAY AND SUNDAY zone on the east side of Washington Street from a point 100 feet south of Doty Street to Doty Street.
- D. Establish a NO PARKING TAXI FOOD TRUCK LOADING ONLY 12:00 AM TO 3:00 AM SATURDAY AND SUNDAY zone on the east side of Washington Street from a point 100 feet south of Doty Street to Doty Street.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # E.5

Held from Past Meeting: Consideration with possible action on the request by Ald. Stevens to review and/or create bylaws for the Traffic, Bicycle and Pedestrian Commission.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. TBPC Standard Operating Procedures - Nov 15, 2021 Meeting (I)

STANDARD OPERATING PROCEDURES TRAFFIC, BICYCLE AND PEDESTRIAN COMMISSION

Composition, Officers and Vacancies:

1. Membership on the Commission shall be as described in Section 40-3(a), Green Bay Municipal Code. The Commission shall have the powers and duties described in Section 40-3(b) of said Code.
2. At the first meeting of the Commission in a calendar year, the Commissioners shall elect from among the civilian members a Chair and a Vice Chair to serve as officers for a term of one year.
3. The Chair shall declare a Commissioner's position to be vacant if said Commissioner has two (2) or more unexcused absences from Commission meetings in a calendar year. An absence is unexcused if the Commissioner does not timely inform the Chair or City staff of their inability to attend a meeting.
4. If the Alder appointed to serve as a commissioner is absent from any Commission meeting, another Alder may fill in as a voting member with the permission of the presiding officer, or their designee, in accordance with Council procedures.

Duties, Quorum and Voting

1. The Chair shall preside at all meetings of the Commission when present. The Vice Chair shall preside at all meetings in the absence of the Chair.
2. The presiding officer shall not cast a vote on any matter before the Commission except in cases of a tie vote among the other Commissioners.
3. A quorum shall consist of four (4) Commissioners.
4. All motions shall require a motion and a second and be recorded in keeping with City and state record keeping requirements.

Meetings and Public Participation

1. The Commission shall meet monthly, at a time and place of its choosing, in coordination with City staff.
2. The Chair, after consultation with the City Traffic Engineer, may call a special meeting of the Commission.
3. A meeting may be canceled or postponed by majority vote of the Commission at a regularly scheduled meeting, or by the Chair, in consultation with the City Traffic Engineer, for a lack of a quorum or sufficient business to discuss.
4. Upon proper motion, the Commission shall open the floor to allow any member of the public to speak to the Commission about an agenda item.



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

MEETING DATE

January 17, 2022

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.6

Referred Back From Study: To refer to staff for study the request by Ald. Dorff to review the 40 mph speed limit on Church Road and reduce it to 35 mph. (Ald. Dorff - District I)

BACKGROUND

RECOMMENDATION

As stated in the attached report.

FISCAL IMPACT

ATTACHMENTS

- I. M Speed Study Church Road 2022.djah



Public Works Department
100 North Jefferson Street - Room 300
Green Bay, Wisconsin 54301-5026
www.greenbaywi.gov

Administration | Engineering | Traffic 920.448.3100
Operations 920.448.3535
Parking 920.448.3431
Fax 920.448.3102

TECHNICAL MEMORANDUM

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

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

Re: Speed Study, Church Road (Nicolet Drive to Bay Settlement Road)

Date: Friday, January 14, 2022

This memorandum serves as my response to the Traffic, Bicycle, & Pedestrian Commission motion at the Mon Oct 18, 2021 meeting to refer to staff for study the request by Ald. Dorff to review the 40 mph speed limit on Church Road and reduce it to 35 mph.

This memo will be presented at the Mon Jan 17, 2021 Traffic, Bicycle, & Pedestrian Commission meeting.

Existing Site Conditions

The segment of Church Rd from Nicolet Dr to Bay Settlement Rd is located on the east side of the City of Green Bay in Aldermanic District 1 (Ald. Barbara Dorff). See Figure 1 for General Location and Figure 2 for a neighborhood view of the corridor.

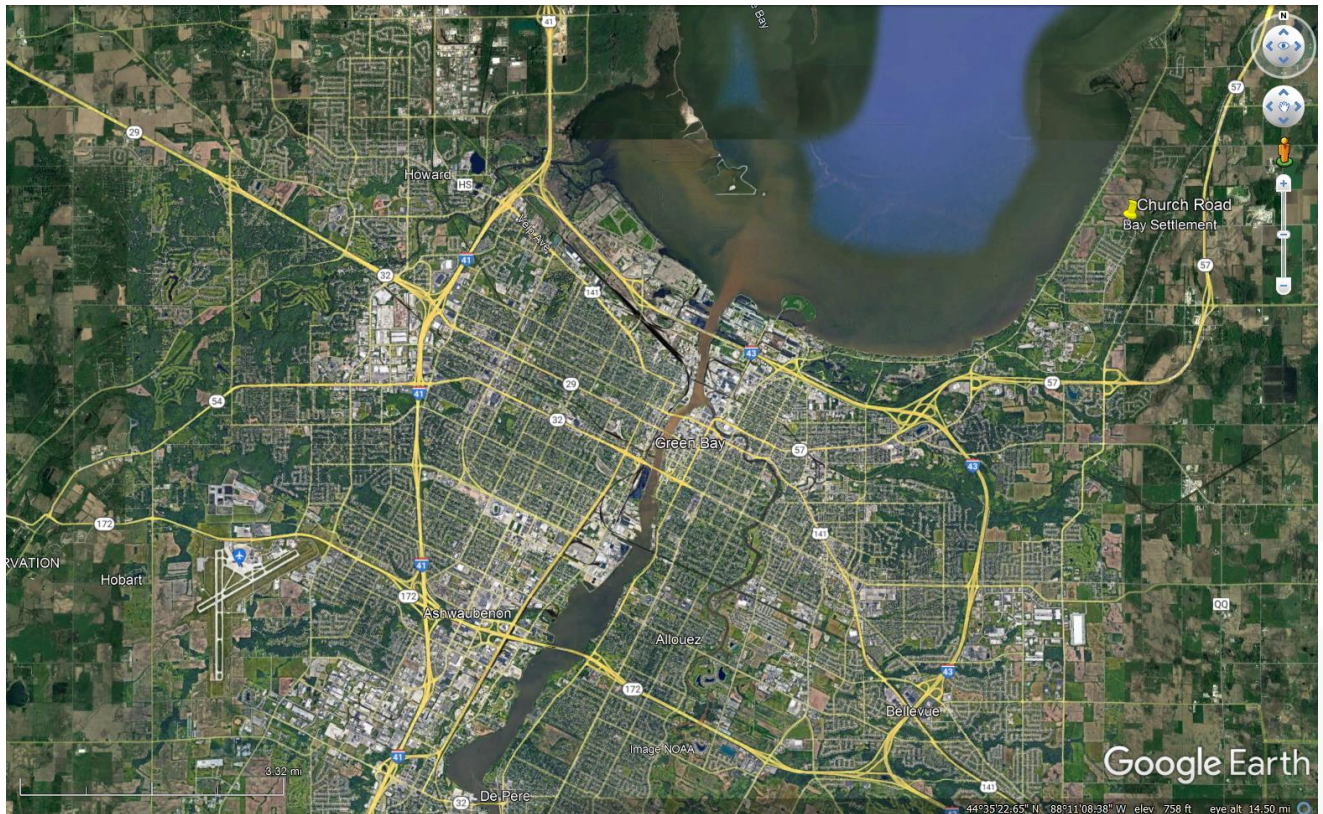


Figure 1 – General Location

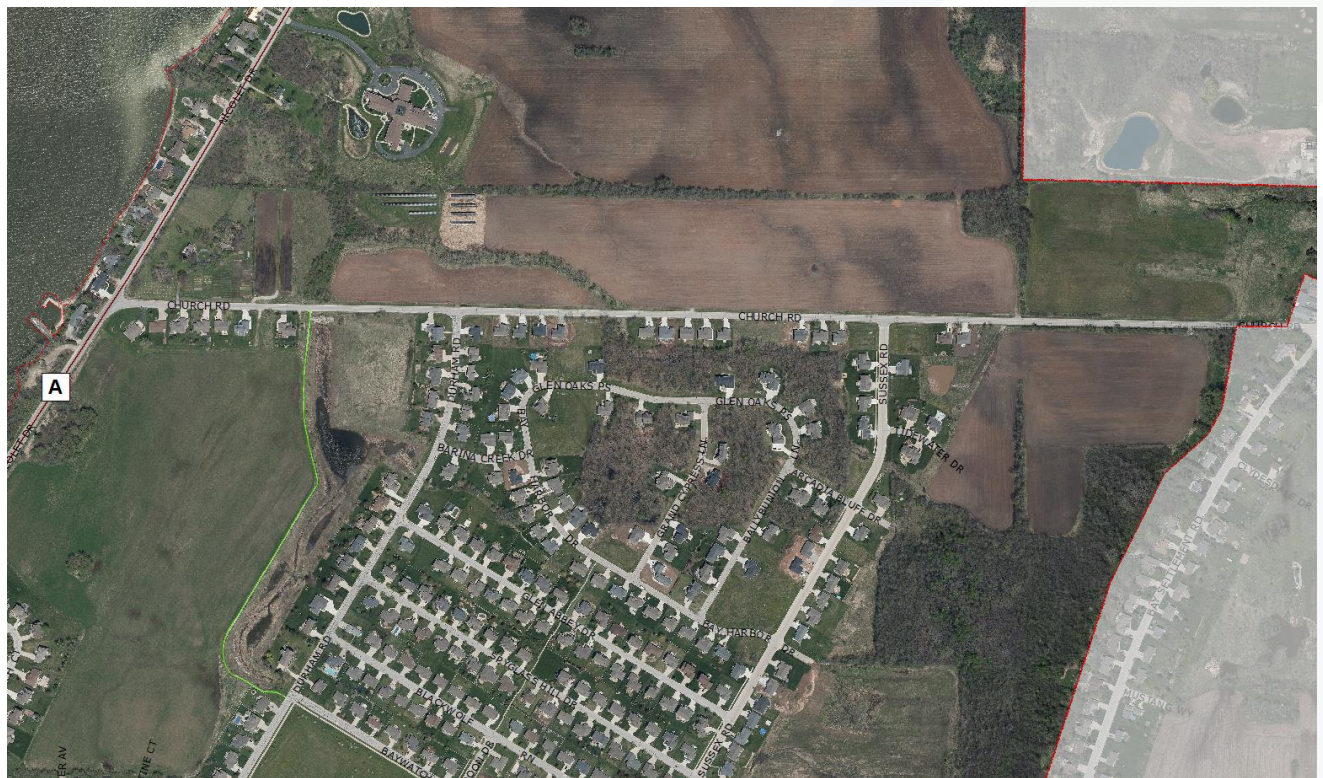


Figure 2 – Neighborhood View

Church Rd is functionally classified as a local street. Properties abutting the roadway are single-family residential homes on the south side of Church Rd and undeveloped farmland owned by the Sisters of Saint Francis on the north side of the roadway. The roadway typical section is rural, meaning it has shoulders and ditches rather than curb and gutter. Therefore, no sidewalks exist along Church Rd nor could be retrofitted unless the roadway was reconstructed to curb and gutter. No crosswalks exist since no sidewalk exists. Church Rd was reconstructed in 2008 with asphalt pavement. Clear roadway width is 24 feet and includes a 3-foot shoulder. It consists of 1 vehicle lane in each direction. Parking is not restricted on Church Rd.

Intersection traffic control in the study area is as follows:

- Church Rd stops for Nicolet Dr (one-way stop, T-intersection)
- Durham Rd stops for Church Rd (one-way stop, T-intersection)
- Sussex Rd stops for Church Rd (one-way stop, T-intersection)
- Church Rd and Bay Settlement Rd is all all-way stop

Total corridor length is about 5,280 ft or 1 mile in the eastbound direction and 5,516 ft or 1.04 miles in the westbound direction. Nine streetlights exist along Church Rd. Photos in Figures 3a-3f show the study area and count locations.



Figure 3a – Eastbound Church Rd from Sussex Rd to Bay Settlement Rd (near count location)



Figure 3b –Westbound Church Rd from Sussex Rd to Bay Settlement Rd (near count location)



Figure 3c –Eastbound Church Rd from Durham Rd to Sussex Rd (near count location)



Figure 3d – Westbound Church Rd from Durham Rd to Sussex Rd (near count location)



Figure 3e – Eastbound Church Rd from Nicolet Dr to Durham Rd



Figure 3f – Westbound Church Rd from Nicolet Dr to Durham Rd

Existing signs other than regulatory STOP signs at side street intersections include city limits, no nighttime parking, STOP AHEAD, school advance, SPEED LIMIT 40, and NO PARKING on both sides from the UW-Extension Community Agriculture Garden driveway to Nicolet Dr (approximately 600 ft). Double yellow centerline and skip dash pavement markings exist.

Crash History

In review of the five-year crash history, one non-reportable crash occurred within the corridor since 2017. A motorist struck a mailbox between Durham Rd and Sussex Rd. Roadway features or speed were not documented as contributory toward the crash.

Vehicle Speeds and Traffic Volumes

Weekday & weekend vehicle speeds and volumes collected between October 27, 2021 through November 3, 2021. Note that AADT, or annual average daily traffic volumes, are significantly lower (AADT 672) than other nearby roadways such as Scottwood Dr (AADT 2,100), Nicolet Dr (AADT 1,700), and Bay Settlement Rd (AADT 1,100).

Count locations and vehicle speeds are summarized in Table 1.

Table 1 –Vehicle Speed and Volume Summary, Church Rd (Nicolet Dr to Bay Settlement Rd)

Location	85th %	85th %	85th %	50th %	50th %	50th %	95th %	Pace	Percent	AADT
	Tube	Board	Tube	Tube	Board	Tube	Tube	Speed	in	Tube
	Count	Count	Count	Count	Count	Count	Count		Pace	Count
	Oct	July	May	Oct	July	May	Oct			Oct
	Nov	21	June	Nov	21	June	Nov			Nov
	2021	2021	2018	2021	2021	2018	2021			2021
	(mph)	(mph)	(mph)	(mph)	(mph)	(mph)	(mph)	(mph)	(%)	(Veh/Day)
Church Rd (Nicolet Dr - Durham Rd)	-	-	44.5	-	-	38.2	-			
Church Rd (Durham Rd - Sussex Rd)	44.8	-	-	38.6	-	-	49.2	35-45	60	630
Church Rd (Sussex Rd - Bay Settlement Rd)	46.4	46.5	47.2	40.1	42.7	40.5	49.8	35-45	65	713
Average	45.6	46.5	45.9	39.4	42.7	39.4	49.5			672

Review of the Existing Posted Speed Limits

The existing posted speed limit of Church Rd:

- From Nicolet Dr to Bay Settlement Rd = 40 mph (established in November 1992)
- From Bay Settlement Rd to a point 1,800 ft east of Hwy 54/57 (east corporate limit) = 45 mph

Statute 346.57(4) assigns speed limits to street classifications and describes the authority to change said limits. Statute 346.57(e) assigns a speed limit of twenty-five miles per hour on any highway within the corporate limits of a city or village, other than on highways in outlying districts (of which Church Rd does not fit the definition of “outlying district”) in such city or village with local government authority can raise the speed limit to 55 mph or less or lower the speed limit by 10 mph or less (Statute 349.11(3) and (7)).

The U.S. Department of Transportation, Federal Highway Administration, developed a web-based tool, USLIMITS2, designed to help practitioners set reasonable, safe, and consistent speed limits for specific segments of roads. Data such as 50th and 85th percentile speed, roadway characteristics, route type, number of access points, pedestrian and bike activity, and crash history among others are used to assist engineers in recommending an appropriate maximum speed limit for specific conditions on a road section. The USLIMITS2 speed zoning report for Church Rd is summarized in Figure 4.

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Church Road Speed Study

Analyst: David Hansen City Traffic Engineer

Date: 2021-11-15

Basic Project Information

Project Number: 2
Route Name: Church Road
From: Nicolet Drive
To: Sussex Road
State: Wisconsin
County: Brown County
City: Green Bay city
Route Type: Road Section in Developed Area
Route Status: Existing

Crash Data Information

Crash Data Years: 5.00
Crash AADT: 672 veh/day
Total Number of Crashes: 1
Total Number of Injury Crashes: 0
Section Crash Rate: 118 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 292
Injury Rate Average for Similar Roads: 72

Roadway Information

Section Length: 0.69 mile(s)
Statutory Speed Limit: 25 mph
Existing Speed Limit: 40 mph
Adverse Alignment: Yes
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 38
Number of Signals: 0

Traffic Information

85th Percentile Speed: 46 mph
50th Percentile Speed: 39 mph
AADT: 630 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Recommended Speed Limit:



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

Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See [Procedures for Setting Advisory Speeds on Curves](#), Publication No. FHWA-SA-11-22, June 2011, for more guidance.

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

Figure 4 – USLIMITS2 Speed Zoning Report for Church Rd

Nearby Speed Limits

The existing speed limits of nearby roadways such as Nicolet Dr, Bay Settlement Rd, and Scottwood Dr are 35 mph. Although comparisons have been drawn between them and Church Rd, each roadway has features unique to each roadway such as traffic volumes, amount of development, statutory speed limit, adverse alignment, functional classification, number of access points including intersections, crash history, existing speeds, parking availability, and pedestrian and bicycle activity, plus have jurisdiction with Brown County. For example, Nicolet Dr has residential development on both sides of the roadway, has a higher roadway classification as an arterial, and has multiple curves in the roadway resulting in lower sight distances. The scope of this study does not include a comparative analysis of those other nearby roadways since setting speed limits is unique to each roadway.

Discussion

- Used the Wisconsin Statewide Speed Management Guidelines to conduct this study, which recommends using FHWA USLIMITS2 as a starting point in the development of any revised speed limit recommendation.

- A crest or vertical curve/hill exists between Nicolet Dr and Durham Rd. It is relatively close to the stop condition at Nicolet Dr, however, does not encourage speeding over the posted limit.
- A westbound STOP AHEAD sign exists about 900 ft in advance of Nicolet Dr. It is placed too far from the intersection as the MUTCD recommends it should be placed 360 ft in advance.
- In the area of single-family homes, driveway spacing is between about 60-120 ft.
- Typical house setback is about 45 ft from house to end of driveway.
- Travel lanes are 11 ft wide. Paved shoulders are approximately 12-18 inches in width. Gravel shoulders are about 3 ft.
- The pavement is in average condition (PASSER rating = 7).
- Given the presence of shoulders and ditches, the only potential for sidewalk to be placed is during the reconstruction of Church Rd to an urban (curb and gutter) roadway which requires storm sewer and other upgrades which are consider major improvements.
- Low pedestrian activity was observed during site visits. Pedestrian warning signs can increase pedestrian safety when sidewalks do not exist.
- It is standard to review five years' worth of crash history. Church Rd has a low crash rate. One motorist struck a mailbox between Durham Rd and Sussex Rd.
- Combined elementary and middle school exists about ½ mile south of roadway segment
- 50th percentile speed rounded to nearest 5 mph is 40 mph. This speed is recommended by WisDOT to be used if some adverse conditions exist such as low pedestrian activity or adverse alignment or other geometric features.
- Free flow speed was 38 mph west of Sussex Rd. East of Sussex Rd, it was 45 mph. Free-flow speed is the term used to describe the average speed that a motorist would travel if there were no congestion or other adverse conditions (such as bad weather). This is a speed that is comfortable and self-enforceable.
- Vehicles in the 35-45 mph pace were between 60-65%. A normal pace distribution would include approximately 70% of observed vehicles within the pace with approximately 15% of observed vehicles below the pace and 15% of observed vehicles above the pace. Speed enforcement can improve the pace distribution.
- 85th percentile speed is 46 mph, rounded to 45 mph (nearest 5 mph). The 85th percentile speed should be at or near the upper limit of the pace, which it is at the upper limit currently, unless secondary roadway attributes exist, then should be set at 50th percentile speed with other advisory measures taken.
- There is a lengthy downgrade westbound from Bay Settlement Rd to Sussex Rd. Reducing speeds in this segment may prove difficult given the natural roadway features. However, there are a low number of access points in the segment meaning little entering and exiting movements.
- WisDOT recommends acknowledging that speed limit changes based on secondary roadway attributes rather than observed speeds may have several negative effects, including:
 - Higher financial cost due to the need for increased enforcement to ensure driver compliance.
 - Potential for increased crashes due to larger variability in vehicle speeds.
 - Mistrust of highway and enforcement officials and potential disregard for other speed limits, because motorists do not readily perceive the need for lower speeds.

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

Conclusions

Church Rd has encountered almost no crashes (only 1 minor non-reportable) in its five-year crash history. This period coincides with the added development along the corridor. Most motorists (the 85th percentile) are traveling at 46 mph (6 mph over the posted speed limit). The 95th percentile speed is within 5 mph of the 85th percentile, meaning there are a low percentage, or 5% in this case, of motorists exceeding 50 mph. The 50th percentile speed is 39 mph, or 1 mph below the posted speed limit. Since a majority of motorists are complying with the existing posted speed limits of 40 mph, and that WisDOT recommends reducing the recommended speed zone if secondary roadway attributes exist, which could include low pedestrian volume, no sidewalks or side path, spots of close driveway spacing, and a crest hill, that countermeasures other than speed reduction should be considered. The percent of vehicles within the pace speed range is somewhat low at 63%, which means speed differential is higher than desirable. Lowering the speed limit would likely increase speed differential potentially leading to additional crashes. No sidewalks exist along the entire corridor, but a low number of pedestrians are walking the roadway shoulders. The USLIMITS2 evaluation produced a recommended speed limit of 45 mph.

Recommendations

1. To receive and place on file this speed study of Church Road from Nicolet Drive to Bay Settlement Road.
2. To maintain the existing posted speed limit of 40 mph on Church Road because:
 - a. WisDOT guidelines recommend establishing a speed zone closer to the 50th percentile speed if secondary roadway attributes exist, which is 40 mph.
 - b. Most motorists are driving at or slightly above the existing posted speed limit of 40 mph, and
 - c. Church Road has a low crash history with only one minor crash in five years
3. Given that low pedestrian activity has been observed - a secondary roadway attribute - staff should install pedestrian advance warning signs along Church Road between Nicolet Drive and Sussex Road.
4. Given that a crest hill exists between Nicolet Drive and Durham Road – a potential secondary roadway attribute – staff should relocate the STOP AHEAD advance warning sign on westbound Church Rd in advance of Nicolet Dr to be compliant with proper stopping sight distance, which coexists with the crest of the hill. Doing so will aid in slowing motorists down approaching the hill.
5. To refer to the Police Department to enforce the existing 40 mph speed limit on Church Road given that most motorists are driving at or slightly above the existing posted speed limit of 40 mph.



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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # E.7

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

BACKGROUND

RECOMMENDATION

Approve.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # E.8

Termination of 90-Day Trial Period: Establish a NO PARKING zone on the north side of Cass Street from the cul-de-sac between Webster Avenue and Clay Street to Roosevelt Street.

BACKGROUND

RECOMMENDATION

Adopt by ordinance.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # E.9

Termination of 90-Day Trial Period: Establish a NO PARKING zone on the south side of Cass Street from Roosevelt Street to a point 60 feet west of Irwin Avenue.

BACKGROUND

RECOMMENDATION

Adopt by ordinance.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # E.10

Termination of 90-Day Trial Period: Remove the ONE-WAY YIELD condition on Peters Street at Basten Street.

BACKGROUND

RECOMMENDATION

Approve.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # E.11

Termination of 90-Day Trial Period: Establish a ONE-WAY STOP condition on Peters Street at Basten Street.

BACKGROUND

RECOMMENDATION

Adopt by ordinance.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

January 17, 2022

PREPARED BY

AGENDA ITEM # F.1

Next meeting: Monday, February 15, 2022.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None