



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, MARCH 21, 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 Daniel Theno, Vice Chairperson Kasha Huntowski, Alder Craig Stevens, Lieutenant Mike Sobieck, Melissa Flucke, Patrick Sorelle, and one vacancy.

C. Approval of the Agenda.

1. Approval of the Monday, March 21, 2022 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

1. Approval of the Monday, February 21, 2022 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

E. Regular Business.

1. *General Business*: Report by the Green Bay Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)
2. *Referred Back From Staff*: Consideration with possible action on the request by Commissioner Dan Theno to draft a letter of support from the commission to fill the vacancy left by former Commissioner Matt Kuepers with a licensed traffic or transportation engineer.
3. *Initial Request*: Consideration with possible action on the request by Ald. LeFebvre and residents to create a safe pedestrian crossing of University Avenue between Danz Avenue and Clement Street. (Ald. LeFebvre - District 6)
4. *Initial Request*: Consideration with possible action on the request by Ald. Scannell to change

the NO PARKING 7 AM TO 6 PM MONDAY THROUGH FRIDAY zone to a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the west side of Van Buren Street from Cherry Street to Pine Street. (Ald. Scannell – District 7)

5. *Initial Request:* Consideration with possible action on the request by Ald. Scannell for a parking zone modification to allow bus loading near 611 North Ashland Avenue. (Ald. Scannell – District 7)
6. *Initial Request:* Consideration with possible action on the request by Ald. Steuer to discuss traffic safety concerns over the conversion from signalized to all-way stop condition at the intersection of Dousman Street and Gray Street. (Ald. Steuer - District 10)

F. Informational.

1. Request by Ald. Stevens for a report by GBPD on 2021 traffic enforcement activities and recognitions. (All Alders)
2. Next meeting: Monday, April 18, 2022.

G. 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

March 21, 2022

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.1

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

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. TRAFFIC SAFETY PLAN MAR22



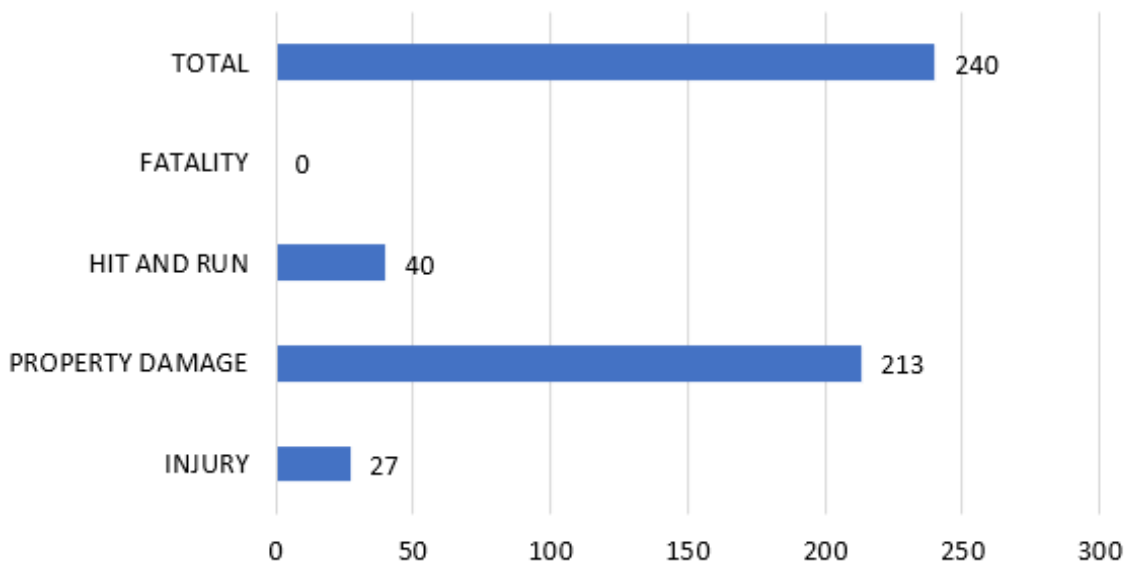
Green Bay Police Department

March 2022

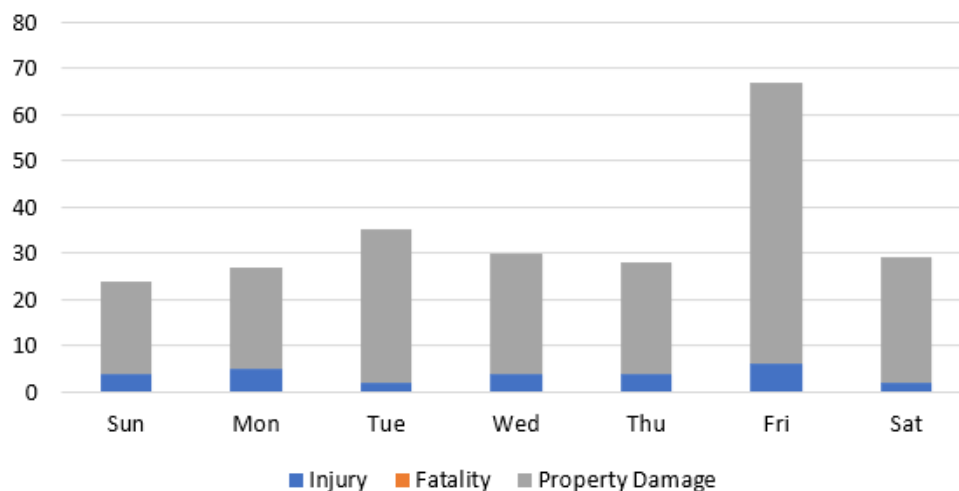
Traffic Safety Plan

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 Pedestrian Commission meetings.

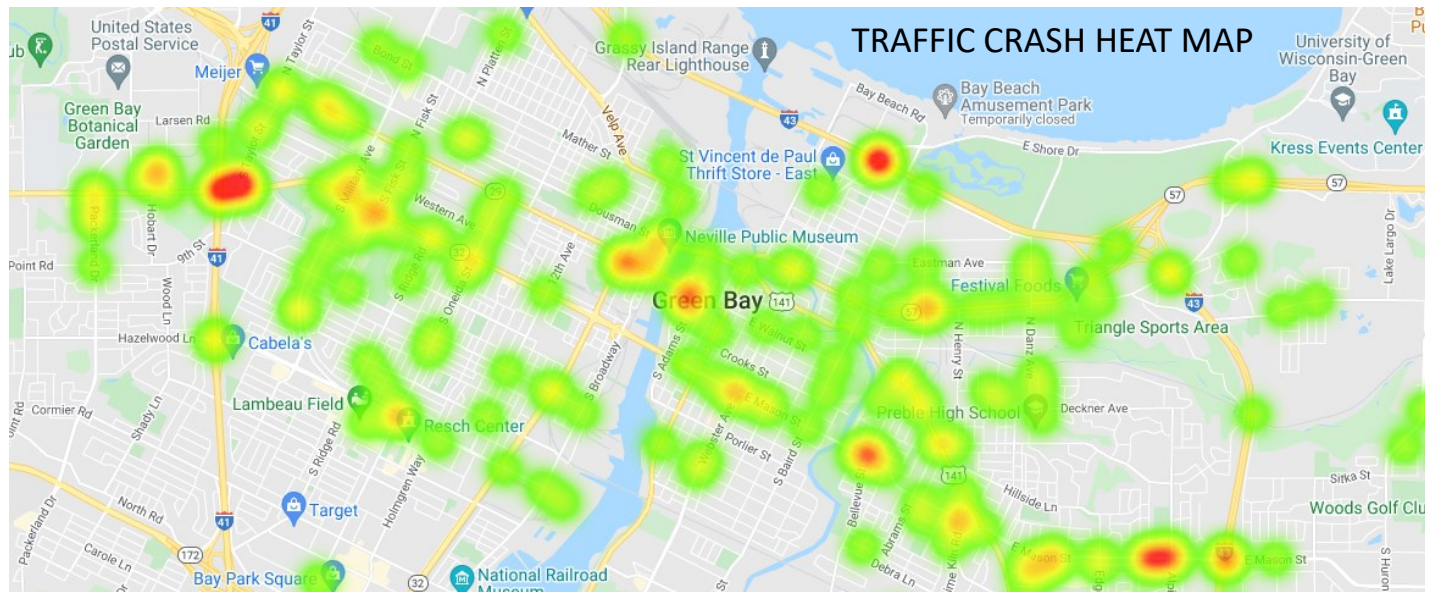
FEBRUARY 2022 CRASH DATA



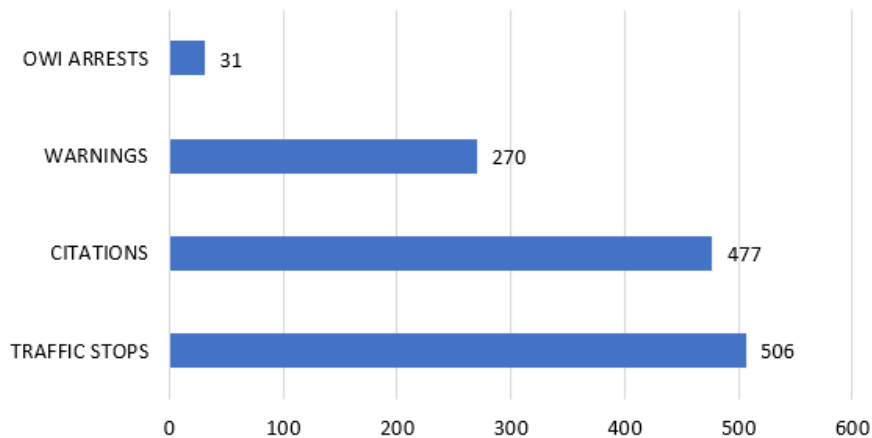
Accidents by days of the week



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN



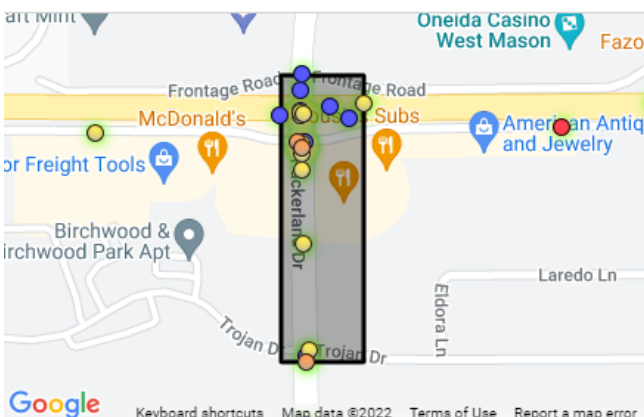
FEBRUARY TRAFFIC STOPS



UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * GREEN BAY OWI ENFORCEMENT— MARCH 17TH (ST PATRICK'S DAY), 18, 19, & 26TH
- * CLICK IT OR TICKET SEATBELT ENFORCEMENT—MARCH 18 & 30TH

ENFORCEMENT PRIORITY AREAS



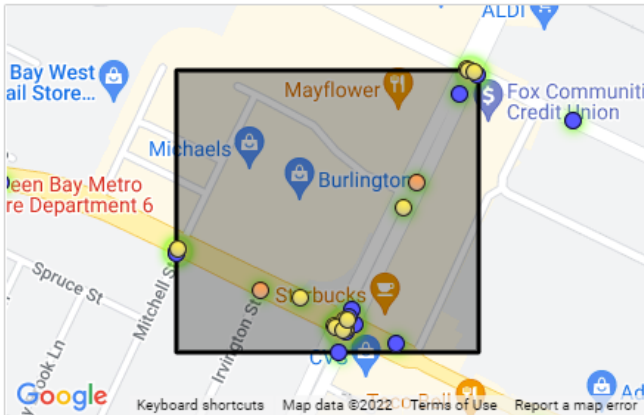
Analysis Area #1: GREEN BAY (C)

Total Crashes: 27

Contributing Factors:

- Teen Driver (11)
- 65+ Driver (5)
- Distracted (3)
- Motorcycle (2)
- Seat Belt (2)
- CMV (1)
- Pedestrian (1)

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

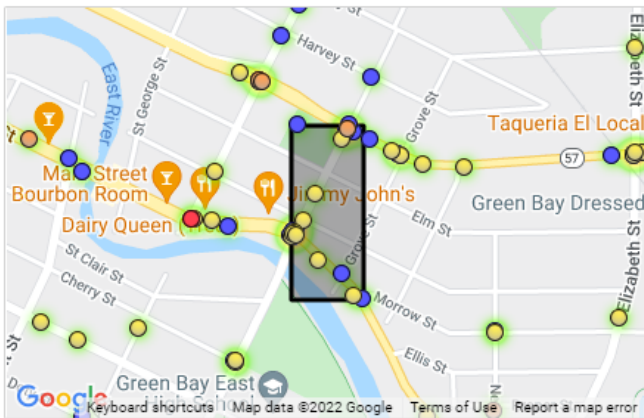


Analysis Area #2: GREEN BAY (C)

Total Crashes: 28

Contributing Factors:

- 65+ Driver (9)
- Speed (3)
- Teen Driver (5)
- Bike (2)
- Distracted (3)
- Motorcycle (2)
- Pedestrian (3)
- Alcohol (1)
- Seat Belt (3)



Analysis Area #3: GREEN BAY (C)

Total Crashes: 25

Contributing Factors:

- Teen Driver (6)
- Motorcycle (2)
- Speed (5)
- Bike (1)
- 65+ Driver (5)
- CMV (1)
- Seat Belt (3)
- Distracted (1)
- Alcohol (2)
- Drug (1)

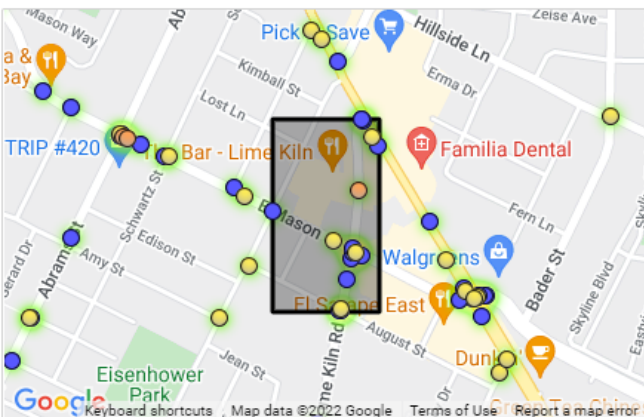


Analysis Area #4: GREEN BAY (C)

Total Crashes: 22

Contributing Factors:

- Seat Belt (6)
- Drug (2)
- 65+ Driver (5)
- Alcohol (1)
- Teen Driver (4)
- Bike (1)
- Distracted (3)
- CMV (1)
- Speed (3)
- Pedestrian (1)



Analysis Area #5: GREEN BAY (C)

Total Crashes: 21

Contributing Factors:

- Teen Driver (4)
- Seat Belt (2)
- Alcohol (3)
- Pedestrian (1)
- Distracted (3)
- Speed (1)
- 65+ Driver (3)
- Motorcycle (2)

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

Traffic Complaints

District	Area	Complaint
A	2700 Blk He Nis Ra Ln	Speeding
A	1205 S Taylor St	Speeding vehicles
A	Bond St/Steven St	Constant issue with speeders between Military Av & Taylor St
A	Southwest High School	Speeding in school zone
A/B	Gray St	Speeding on newly reconstructed roadway
B/C	Tilleman (Mason St) Bridge	Speeding—all times of day
C	Radisson St/N Quincy St	Vehicles not yielding to people in crosswalk by GB Packaging
D	2300 Blk Manitowoc Rd	Speeding vehicles between liquor store and ravine
D	1700 Blk Eastman Av	Speeding—all times of the day
D	Alpine Dr/Canyon Bluff Rd	Speeding 1030am-1pm is the worst
D	Juniper Dr	Speeding cars between Irene St and Abrams St

March Traffic Safety Advisory

Motorists speeding in school zones create a very dangerous environment for our children on their way to and from school.

Unfortunately, most people are heading to work at the same time kids are walking to school. Our officers make a priority to enforce the 15 mph speed limit in school zones! Remember, when you see this sign, and children are present in the school zone, the speed limit is 15 mph.

This does not mean 25 mph is okay! Speeding fines are much more expensive in school zones. Motorists can expect to pay as much as \$187 for this offense.

We thank you in advance for keeping our kids safe!





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

MEETING DATE

March 21, 2022

AGENDA ITEM # E.2

Referred Back From Staff: Consideration with possible action on the request by Commissioner Dan Theno to draft a letter of support from the commission to fill the vacancy left by former Commissioner Matt Kuepers with a licensed traffic or transportation engineer.

BACKGROUND

A draft letter for commissioners' review can be found in the agenda packet.

RECOMMENDATION

Approve of the draft letter to be sent out to both WisDOT NE Region and Brown County Public Works.

FISCAL IMPACT

ATTACHMENTS

- I. L wisdot brown county seeking commissioner.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

[current date]

Name

Address One

Address Two

City St XXXXX

RE: Seeking a Commissioner - City of Green Bay Traffic, Bicycle, and Pedestrian Commission

Dear _____,

The City of Green Bay's Traffic, Bicycle, and Pedestrian Commission (TBPC) is seeking to fill a commissioner vacancy. As the staff representative of the TBPC and by direction from our Common Council, I am encouraging you, a transportation or traffic engineering professional, for you or one of your staff to consider filling this current vacancy on the TBPC.

The time requirements are little. Meetings are typically held virtually at 5:30 PM on the third Monday of each month. When the pandemic meeting restrictions are lifted, then the meetings would take place at City Hall. Time per meeting varies depending on the number of agenda items and has varied from 7 minutes to 3.5 hours (very rare), with 45 minutes being the typical meeting length. Commissioners need to be residents of the City of Green Bay.

To give you an idea of the discussion that takes place at these meetings, please go to the following web links to learn more:

City of Green Bay website, meeting minutes: <https://greenbaywi.gov/Meetings>

City of Green Bay YouTube Channel: <https://www.youtube.com/user/CityOfGreenBay>

To become a member, you must be appointed by the Mayor and accepted by Council. In my 10 years here at the City, I've never witnessed an appointment that wasn't accepted. Just submit your application online at <https://greenbaywi.gov/BoardMemberApplication>.

If you have any questions, please do not hesitate to contact me. Thank you for your consideration.

Sincerely,

David J.A. Hansen, P.E., PTOE
City Traffic Engineer

DJAH: 

Enclosure: None

cc: TBPC Chair Daniel Theno
Mayor Eric Genrich





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

MEETING DATE

March 21, 2022

PREPARED BY

AGENDA ITEM # E.3

Initial Request: Consideration with possible action on the request by Ald. LeFebvre and residents to create a safe pedestrian crossing of University Avenue between Danz Avenue and Clement Street. (Ald. LeFebvre - District 6)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

March 21, 2022

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.4

Initial Request: Consideration with possible action on the request by Ald. Scannell to change the NO PARKING 7 AM TO 6 PM MONDAY THROUGH FRIDAY zone to a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the west side of Van Buren Street from Cherry Street to Pine Street. (Ald. Scannell – District 7)

BACKGROUND

RECOMMENDATION

That, on a 90-day trial, to:

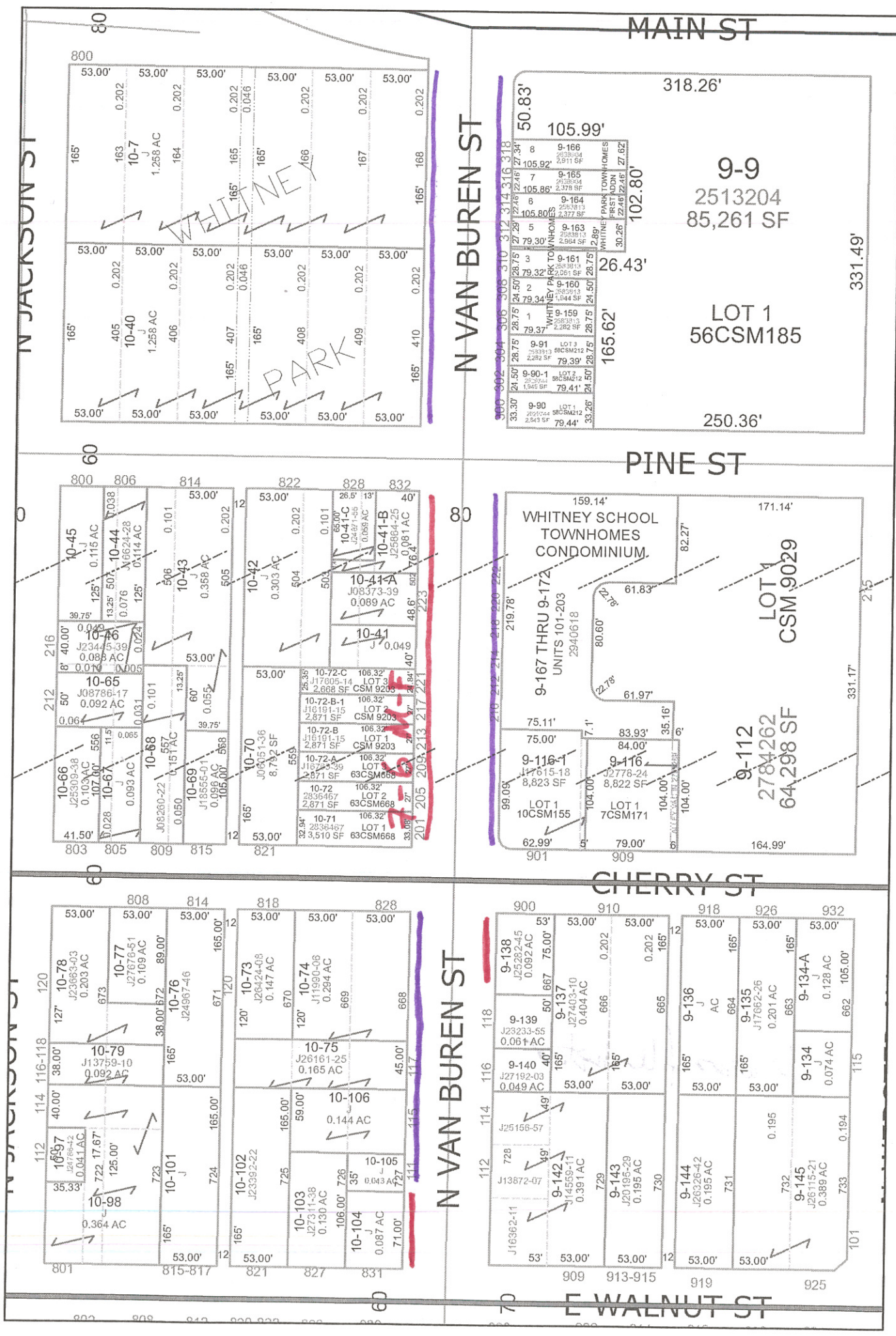
A. Remove the NO PARKING 7 AM TO 6 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Cherry Street to Pine Street.

B. Establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY parking zone on the west side of Van Buren Street from Cherry Street to Pine Street.

FISCAL IMPACT

ATTACHMENTS

- I. MAP existing parking zones Van Buren St 2022



City of Green Bay | Public Works | Traffic Division

Parking Zones
N Van Buren St
E Walnut St to Main St

Mon Feb 21, 2022

No Parking

2-Hr 7-7 M-F

3-Hr 7-7 M-F

Prepared by David Hansen, P.E., PTOE
Traffic Engineer





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

MEETING DATE

March 21, 2022

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.5

Initial Request: Consideration with possible action on the request by Ald. Scannell for a parking zone modification to allow bus loading near 611 North Ashland Avenue. (Ald. Scannell – District 7)

BACKGROUND

A disabled person lives at the address and needs bus pick up in front of the house on-street. Vehicles typically park on the street, blocking bus access to the front of the house. No parking zones allow the loading and unloading of passengers. Therefore, by establishing a no parking zone, parked vehicles won't be in the way of the loading and unloading activities into the bus. Furthermore, N Ashland Ave is a collector and is marked as a four-lane undivided roadway. It is not recommended to allow parking in a live lane of travel.

RECOMMENDATION

That, on a 90-day trial, to:

- A. Remove the NO PARKING zone on the west side of Ashland Avenue from James Street to a point 130 feet south of Mather Street.
- B. Remove the NO PARKING zone on the west side of Ashland Avenue from a point 75 feet north of Bond Street to a point 75 feet south of Bond Street.
- C. Remove the NO PARKING zone on the west side of Ashland Avenue from a point 75 feet north of Elmore Street to a point 75 feet south of Elmore Street.
- D. Remove the NO PARKING zone on the west side of Ashland Avenue from Kellogg Street to a point 80 feet north of Kellogg Street.
- E. Remove the NO PARKING zone on the west side of Ashland Avenue from Dousman Street to a point 300 feet north of Dousman Street.
- F. Remove the NO PARKING zone on both sides of Ashland Avenue from Dousman Street to south city limits.
- G. Establish a NO PARKING zone on both sides of Ashland Avenue from the south city limits to Mather Street.
- H. Establish a NO PARKING zone on the west side of Ashland Avenue from Mather Street to James Street.

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

March 21, 2022

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # E.6

Initial Request: Consideration with possible action on the request by Ald. Steuer to discuss traffic safety concerns over the conversion from signalized to all-way stop condition at the intersection of Dousman Street and Gray Street. (Ald. Steuer - District 10)

BACKGROUND

The traffic signal at the intersection was removed in the summer of 2021 during utility and roadway reconstruction. It was converted to an ALL-WAY STOP condition because the traffic signal was no longer warranted per an engineering study. That study is included in the agenda packet as well as the multi-way STOP warrant evaluation supporting the existing ALL-WAY STOP condition.

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. WARRANTS Traffic Signal Dousman-Gray 2021
2. WARRANTS AWSC Dousman-Gray 2021 Final

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Dousman Street & Gray Street

County: Brown

City: Green Bay

Major Street: Dousman Street

Minor Street: Gray Street

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Lanes: 2 or more lanes

Lanes: 2 or more lanes

% Right Turns Included

From North (SB) 100%

From East (WB) 100%

From South (NB) 100%

From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No

Total number of approaches at intersection? 4 or more

If it is a "T" intersection, inflate minor threshold to 150%? No

Manually set volume level? 100%

Analysis based on EXISTING volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
4/1/2021	Thursday	6	AM	10	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	No
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	No
Warrant 3: Peak Hour Volume	No
Warrant 4: Pedestrian Volume	No
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	No
Warrant 7: Crash Experience	N/A
Warrant 8: Roadway Network	No
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name: David J.A. Hansen, P.E., PTOE

Agency: City of Green Bay | Department of Public Works | Traffic Division

Date: 5/17/2021

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%		
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Satisfied? No

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	100	189	289
2	7:00	8:00	193	137	330
3	8:00	9:00	182	149	331
4	9:00	10:00	197	164	361
5	10:00	11:00	232	192	424
6	11:00	12:00	269	202	471
7	12:00	13:00	293	205	498
8	13:00	14:00	316	230	546
9	14:00	15:00	319	263	582
10	15:00	16:00	363	254	617
11	16:00	17:00	366	238	604
12	17:00	18:00	316	192	508
13	18:00	19:00	256	156	412
14	19:00	20:00	192	118	310
15	20:00	21:00	156	86	242
16	21:00	22:00	115	61	176

Warrant 2: Four-Hour Volume

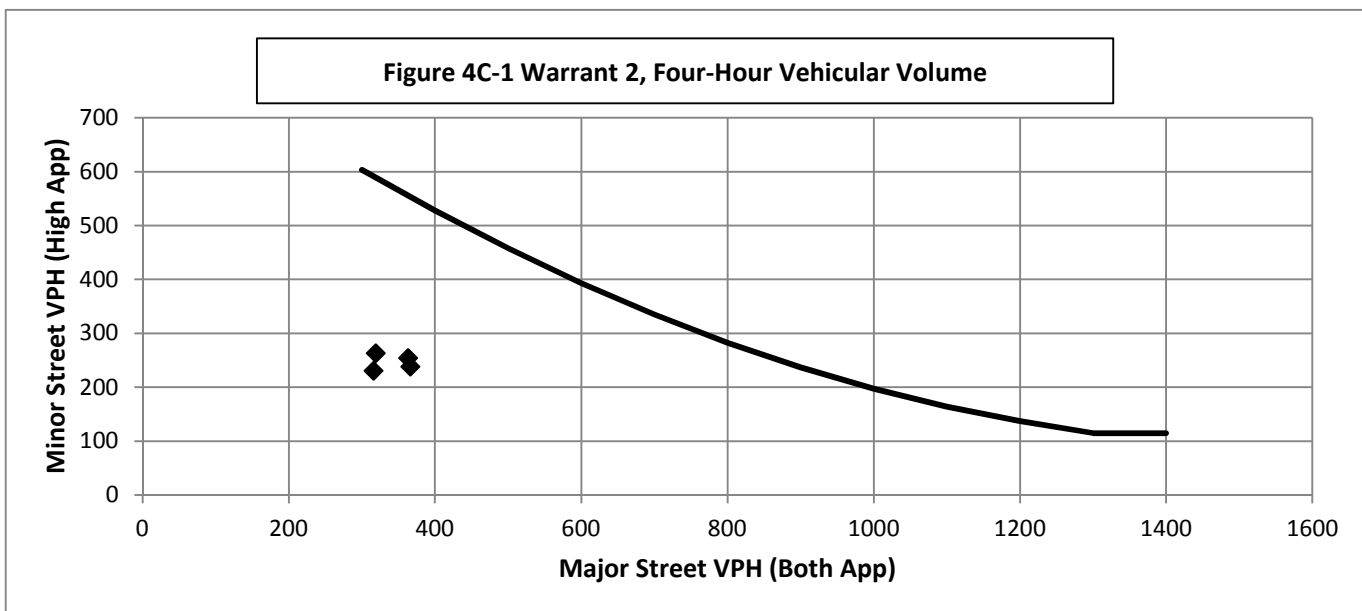
100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Hour Start	14:00	15:00	16:00	13:00
Major Road Vol.	319	363	366	316
Minor Road Vol.	263	254	238	230



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Condition justifying use of warrant:

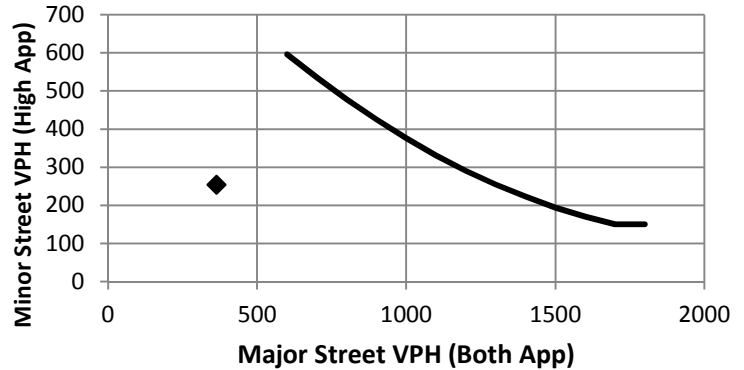
Nearby schools

Criteria		Met?
Delay on Minor Approach	5	No
Volume on Minor Approach	150	No
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
15:00	363	254

Figure 4C-3 Warrant 3, Peak Hour



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
13:00	31	316
14:00	27	319
7:00	25	193
12:00	17	293

Manually Set Major Rd Vol?

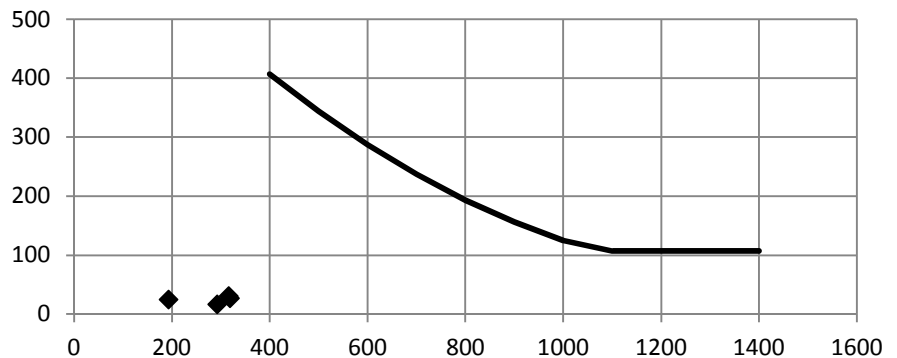
No

Avg. walk speed less than 3.5 ft/s?

No

Criterion A Satisfied?

Figure 4C-5 Warrant 4, Pedestrian Four-Hour Volume

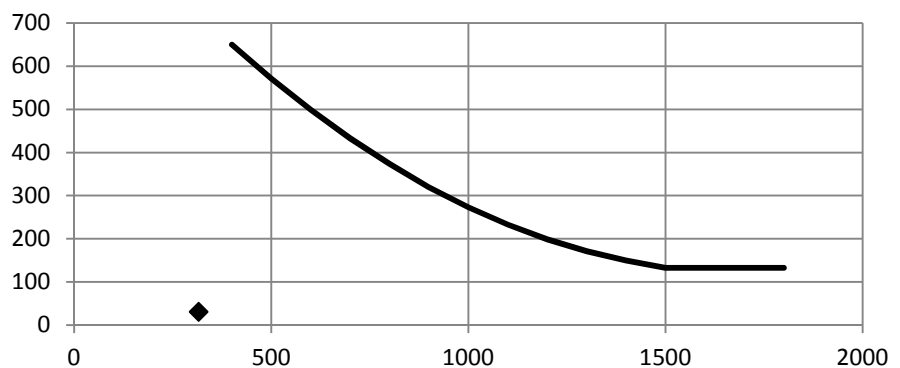


Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
13:00	31	316

Criterion B Satisfied?

Figure 4C-7 Warrant 4, Pedestrian Peak Hour



Warrant 5: School Crossing

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	No
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	Yes
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	No
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	No

Warrant 7: Crash Experience

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency. Measures Tried:		
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months	
3	Warrant 1, Condition A (80%)	No	Yes
	Warrant 1, Condition B (80%)	No	
	Warrant 4, Criterion A (80%)	No	
	Warrant 4, Criterion B (80%)	Yes	

Warrant 8: Roadway Network

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Criteria		Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour	617	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.		No
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)		No
	Hour	16:00 16:00 16:00 16:00 16:00	
	Volume	826 826 826 826 826	

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic		Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	No
2	Rural or suburban highway outside of, entering, or traversing a city	No
3	Appears as a major route on an official plan	No

Warrant 9: Intersection Near a Grade Crossing

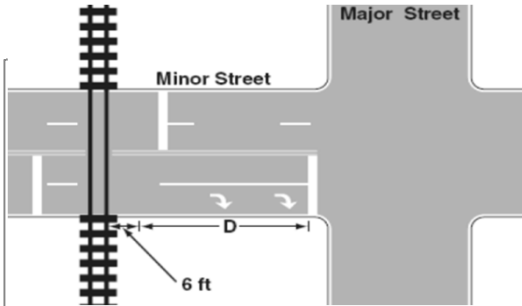
100%

Warrant Evaluated? No

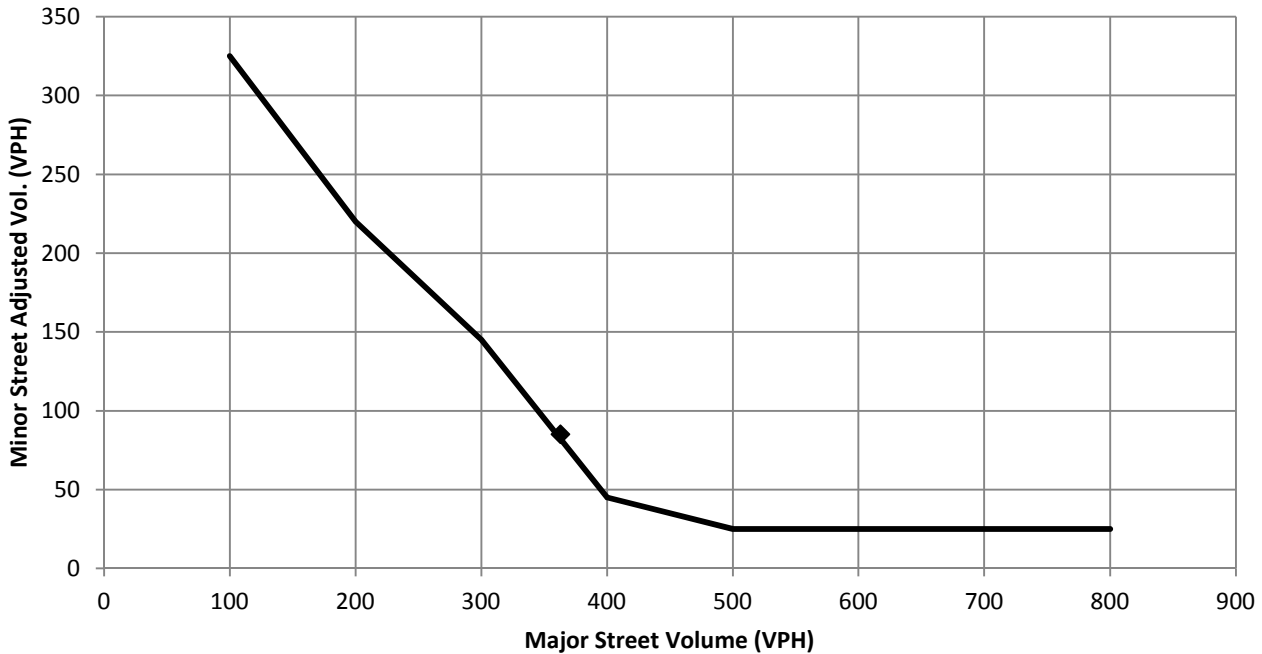
Warrant Satisfied? N/A

Manually Set To:

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	15:00	363	254	85.09



**Figure 4C-10 Warrant 9, Intersection Near a grade Crossing
(Two or More Approach Lanes at the Track Crossing)**



Conclusions/Comments:

Updated: 12/6/2017

ASWC Warrant Criteria

MUTCD **Yes**

WisDOT **Yes**

B,

1, 2, 3, 5

MUTCD

Met? Criteria

- | | | | |
|------------|--|----|---|
| No | A. Is a signal justified? | No | |
| Yes | B. # of crashes in a 12 month period that can be corrected by multi-way stop control: | | 6 |
| 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: 32

Time Period	From	To	Major Road: Both App.	Minor Road: Both App. (VPH)	C-1	C-2	Both Met?	D (80%)		Both Met?
1	6:00	7:00	100	189	No	No	No	No	No	No
2	7:00	8:00	193	137	No	No	No	No	No	No
3	8:00	9:00	182	149	No	No	No	No	No	No
4	9:00	10:00	197	164	No	No	No	No	No	No
5	10:00	11:00	232	192	No	No	No	No	No	No
6	11:00	12:00	269	202	No	Yes	No	No	No	No
7	12:00	13:00	293	205	No	Yes	No	No	No	No
8	13:00	14:00	316	230	Yes	Yes	Yes	No	No	No
9	14:00	15:00	319	263	Yes	Yes	Yes	No	No	No
10	15:00	16:00	363	254	Yes	Yes	Yes	No	No	No
11	16:00	17:00	353	238	Yes	Yes	Yes	No	No	No
12	17:00	18:00	293	192	No	No	No	No	No	No
13	18:00	19:00	228	156	No	No	No	No	No	No
14	19:00	20:00	179	118	No	No	No	No	No	No
15	20:00	21:00	135	86	No	No	No	No	No	No
16	21:00	22:00	103	61	No	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.

WisDOT

Met? Criteria

Yes 1 Functional Highway Classification

Approach	Classification
1: (SB)	Minor Arterial
2: (WB)	Minor Arterial
3: (NB)	Minor Arterial
4: (EB)	Minor Arterial

Yes 2 Average Daily Traffic

Approach	AADT
Minor 1	2236.8
Minor 2	3470.4
Major 1	1684.8
Major 2	2554.8

Yes 3 Crash History

of crashes in a 12 month period that can be corrected by multi-way stop control: 6
 Expected to significantly reduce the overall severity of future crashes? Yes

4 Alternatives

Refer to TGM 13-26-5 Section D.

Yes 5 Mobility Impact

Will the high-volume "through" street experience significant delays for the benefit of reducing delays for a low-volume side street?

No

6 Right Turn Inclusion

Refer to WisDOT TSDM 2-3-2



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

MEETING DATE

March 21, 2022

PREPARED BY

AGENDA ITEM # F.I

Request by Ald. Stevens for a report by GBPD on 2021 traffic enforcement activities and recognitions. (All Alders)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

March 21, 2022

PREPARED BY

AGENDA ITEM # F.2

Next meeting: Monday, April 18, 2022.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None