



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, DECEMBER 18, 2023, 5:00 PM

In person at City Hall, Room 310.

Virtual attendance also available via Zoom.

A. Zoom Meeting Information.

- I. Join Zoom Meeting Online:

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

Or call in by phone: +1 312 626 6799

Meeting ID: 881 4223 6222

Passcode: 938023

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

B. Roll Call.

- I. Members: Chairperson Daniel Theno, Vice Chairperson Kasha Huntowski, Alder Craig Stevens, Lieutenant Tom Buchmann, Stephen Larsen, Patrick Sorelle, and Dan Teaters.

C. Approval of the Agenda.

- I. Approval of the Monday, December 18, 2023 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

- I. Approval of the Monday, October 16, 2023 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

E. Regular Business.

- I. *General Business*: Consideration with possible action on the reports by the Police Department on the November and December 2023 Traffic Enforcement Unit Traffic Safety Plans. (All Alders)

2. *Initial Request:* Consideration with possible action to review the intersection at Nicolet Drive and East Shore Drive regarding traffic concerns. (Ald. Grant - District 1)
3. *Initial Request:* Consideration with possible action on the request by Ald. Stevens to modify the parking restrictions on Morrow Street east on N. Henry Street. (Ald. Stevens - District 5)
4. *Initial Request:* Consideration with possible action on the request by Ald. Wery to study the need for a THREE-WAY STOP condition at the intersection of Western Avenue and Mary Hill Drive. (Ald. Wery - District 10)
5. *Initial Request:* Consideration with possible action on the request by Department of Public Works that the City enters into an agreement with Proctor & Gamble on request to install a Rectangular Rapid Flashing Beacon (RRFB) system on Quincy Street at Eastman Street. (Ald. Scannell - District 7)

F. Informational.

1. Next Meeting: Monday, January 15, 2024.

G. Public Hearings.

H. Adjournment.

1. Adjournment of the Monday, December 18, 2023 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.



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, OCTOBER 16, 2023, 5:00 PM

In person at City Hall, Room 310.

Virtual attendance also available via Zoom.

A. ZOOM MEETING INFORMATION.

I. Join Zoom Meeting Online:

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

Or call in by phone: +1 312 626 6799

Meeting ID: 881 4223 6222

Passcode: 938023

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B. ROLL CALL.

I. Members: Chairperson Daniel Theno, Vice Chairperson Kasha Huntowski, Alder Craig Stevens, Lieutenant Tom Buchmann, Stephen Larsen, Patrick Sorelle, and Dan Teaters.

Present and Not Voting: Kasha Huntowski, acting chair.

Present and Voting: Tom Buchmann, Stephen Larsen, Dan Teaters (virtual), and Craig Stevens (virtual)

Excused: Daniel Theno

Absent: Patrick Sorelle

Others Present: DPW Director Steve Grenier, Administrative Clerk Sheila Petitjean

C. APPROVAL OF THE AGENDA.

I. Approval of October 16, 2023 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Tom Buchmann, seconded by Stephen Larsen to approve the Monday, October 16, 2023 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Yes: Stephen Larsen, Tom Buchmann, Craig Stevens, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

1. Approval of the Monday, September 18, 2023 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Tom Buchmann, seconded by Stephen Larsen to approve the Monday, September 18, 2023 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Yes: Tom Buchmann, Stephen Larsen, Dan Teaters, and Craig Stevens

No: None

Abstain: None

Voice vote. Motion carried.

E. REGULAR BUSINESS.

1. *General Business*: Consideration with possible action on the report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)

Moved by Stephen Larsen, seconded by Craig Stevens to receive and place on file the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes: Stephen Larsen, Craig Stevens, Tom Buchmann, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

2. *General Business*: Report by the Police Department of the 2023 3rd quarter serious injury and fatal crashes. (All Alders)

Moved by Stephen Larsen, seconded by Craig Stevens to receive and place on file the report by the Police Department of the 2023 3rd quarter serious injury and fatal crashes.

Yes: Stephen Larsen, Craig Stevens, Dan Teaters, and Tom Buchmann

No: None

Abstain: None

Voice vote. Motion carried.

3. *Termination of 90-day Trial Period*: Remove the 2-WAY YIELD condition on Hazel Street at Howard Street.

Moved by Tom Buchmann, seconded by Stephen Larsen to remove the 2-WAY YIELD condition on Hazel Street at Howard Street, and adopt by ordinance.

Yes: Tom Buchmann, Stephen Larsen, Craig Stevens, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

4. *Termination of 90-day Trial Period:* Establish 2-WAY STOP condition on Hazel Street at Howard Street.

Moved by Tom Buchmann, seconded by Stephen Larsen to establish a 2-WAY STOP condition on Hazel Street at Howard Street, and adopt by ordinance.

Yes: Tom Buchmann, Stephen Larsen, Dan Teaters, and Craig Stevens

No: None

Abstain: None

Voice vote. Motion carried.

F. INFORMATIONAL.

I. Next Meeting: Monday, November 20, 2023.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

I. Adjournment of the October 16, 2023 Traffic, Bicycle, and Pedestrian Commission meeting.

Moved by Craig Stevens, seconded by Dan Teaters to adjourn the Monday, October 16, 2023 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Dan Teaters, Craig Stevens, Stephen Larsen, and Tom Buchmann

No: None

Abstain: None

Voice vote. Motion carried.



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

MEETING DATE

December 18, 2023

PREPARED BY

AGENDA ITEM # E.1

General Business: Consideration with possible action on the reports by the Police Department on the November and December 2023 Traffic Enforcement Unit Traffic Safety Plans. (All Alders)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. TRAFFIC SAFETY PLAN NOV 2023
2. TRAFFIC SAFETY PLAN DEC 2023



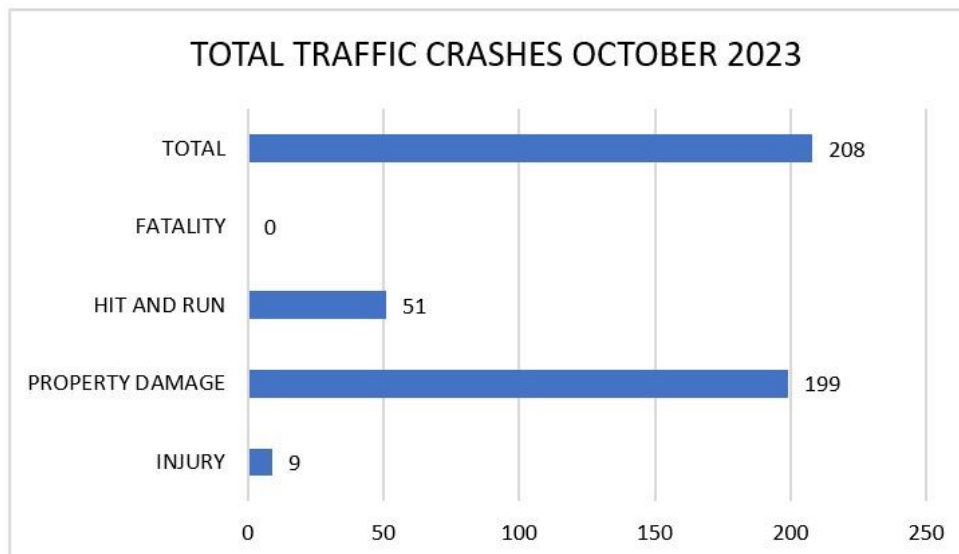
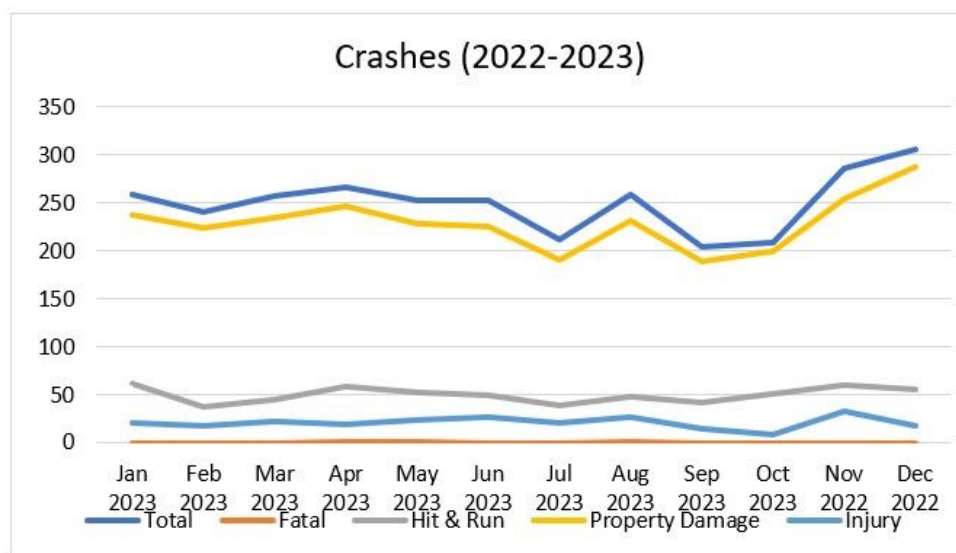
Green Bay Police Department

NOVEMBER 2023

Traffic Safety Plan

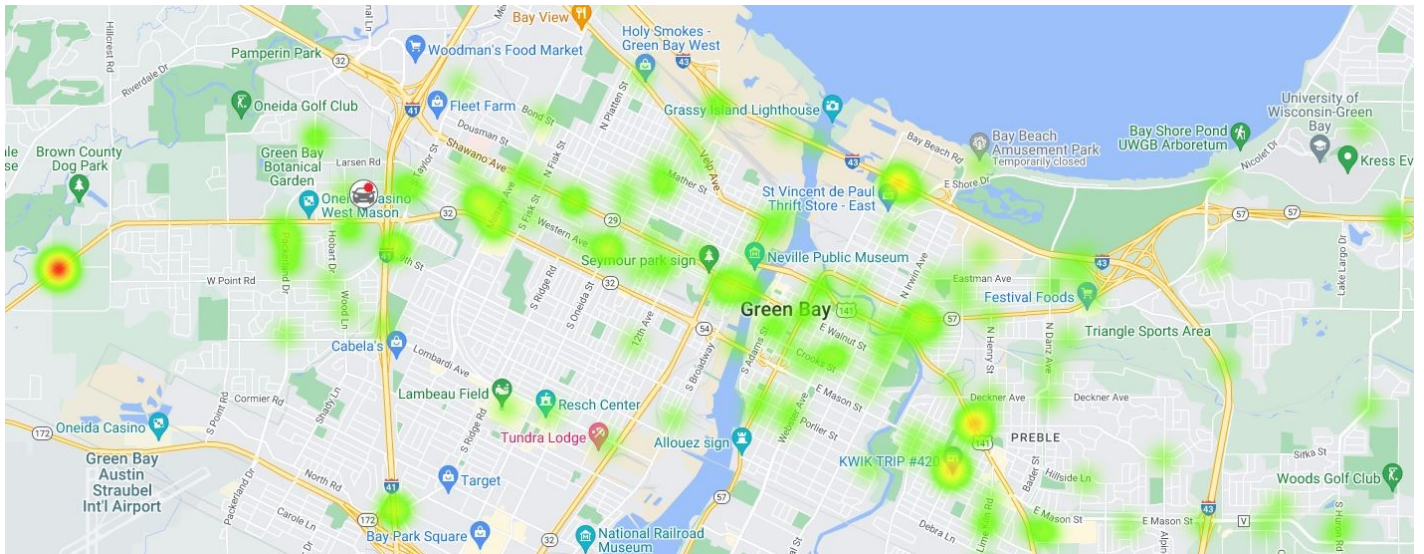
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The police department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the 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.

OCTOBER 2023 CRASH DATA

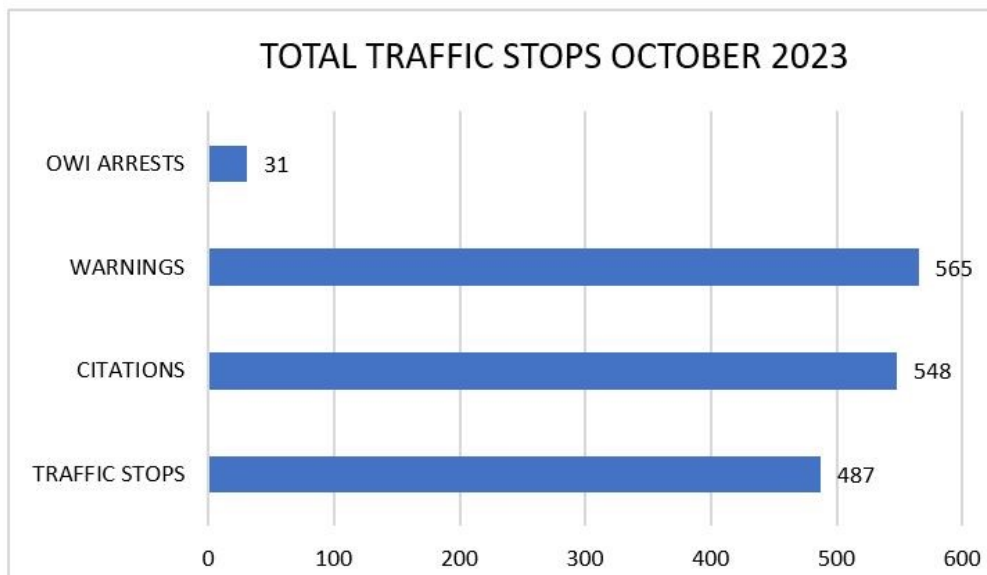


GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

TRAFFIC CRASH HEAT MAP



OCTOBER 2023 TRAFFIC STOPS

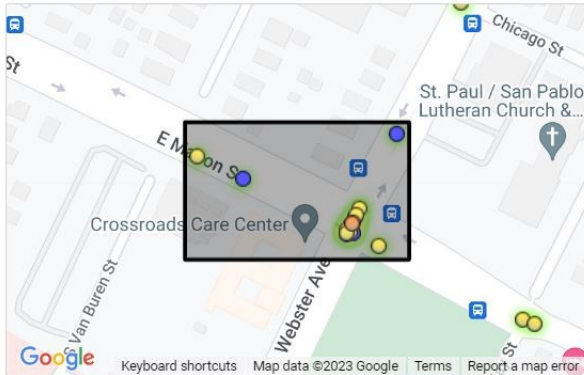


GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * BROWN COUNTY OWI TASK FORCE—NOVEMBER 17, 18
- * CLICK IT OR TICKET SEATBELT ENFORCEMENT— NOVEMBER 8, 15, 29
- * LOCAL ALCOHOL ENFORCEMENT—NOVEMBER 10, 11

ENFORCEMENT PRIORITY AREAS



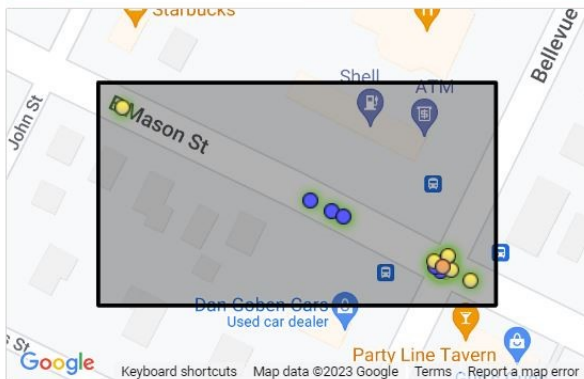
Analysis Area #2: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 16

Contributing Factors:

- Occp Protection (5)
- CMV (1)
- Teen Driver (4)
- Impaired (1)
- Bike (2)
- Distracted (2)
- Speed (2)



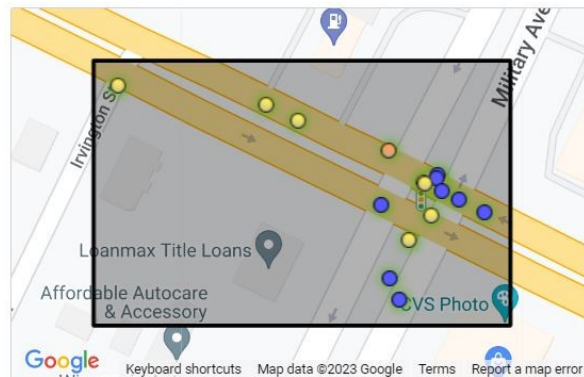
Analysis Area #3: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 13

Contributing Factors:

- Teen Driver (4)
- 65+ Driver (3)
- Occp Protection (2)
- Speed (2)
- Impaired (1)



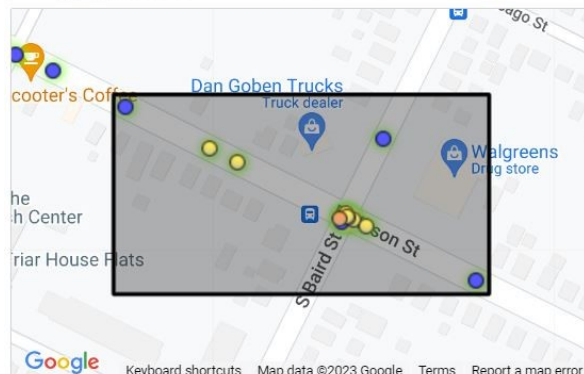
Analysis Area #4: GREEN BAY (C)

Roadway: 032

Total Crashes: 16

Contributing Factors:

- Teen Driver (3)
- CMV (1)
- 65+ Driver (3)
- Distracted (1)
- Bike (2)
- Occp Protection (1)
- Impaired (2)
- Speed (1)
- Pedestrian (2)



Analysis Area #5: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 14

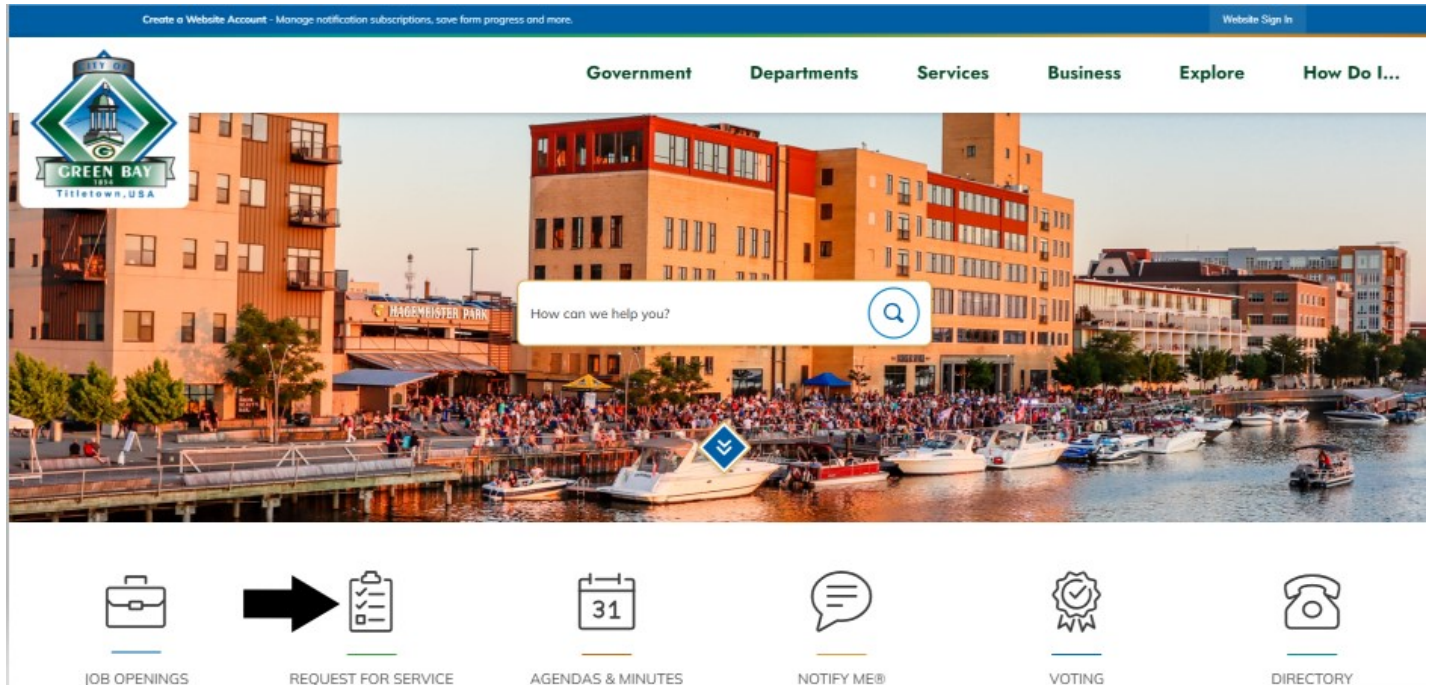
Contributing Factors:

- Teen Driver (5)
- Pedestrian (1)
- Distracted (2)
- Speed (1)
- Bike (1)
- Impaired (1)
- Occp Protection (1)

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

TRAFFIC COMPLAINTS

To report a traffic complaint, submit a “Request for Service” through the City of Green Bay website—greenbaywi.gov or by calling the Traffic Enforcement Unit Complaint Line at (920) 448-3212.



WINTER DRIVING TIPS

- Plan ahead before winter storms. Get errands done before the snow. **ONLY GO OUT IF NECESSARY.**
- Make sure your tires are properly inflated.
- Maintain a safe stopping distance between you and the vehicle in front of you. Avoid waiting to stop/slow last minute and needing to slam on brakes, especially on slick roadways. Watch for slowing traffic ahead.
- Check the weather before you leave if you are making a long trip. If driving on highways, check road conditions on 511wi.gov.
- Don't drive distracted - in any weather.



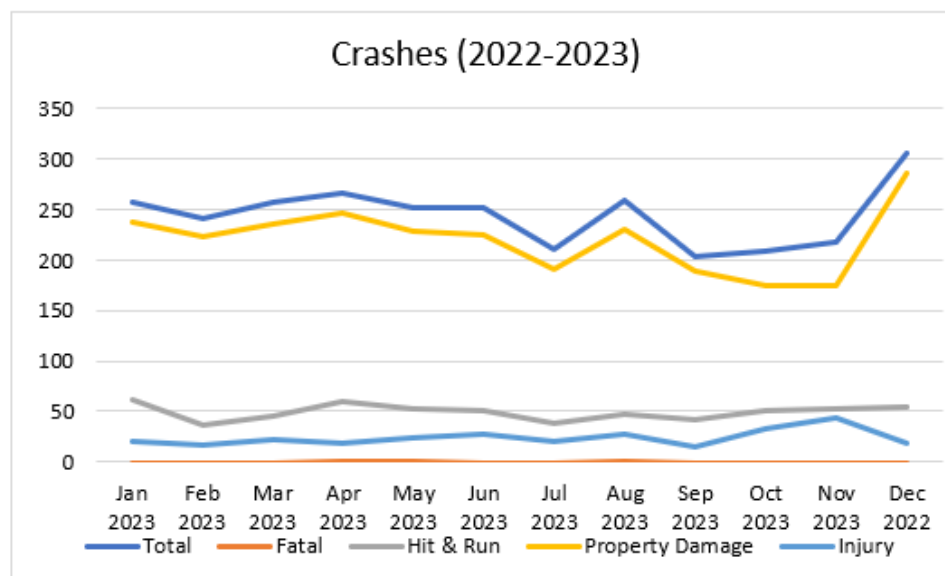
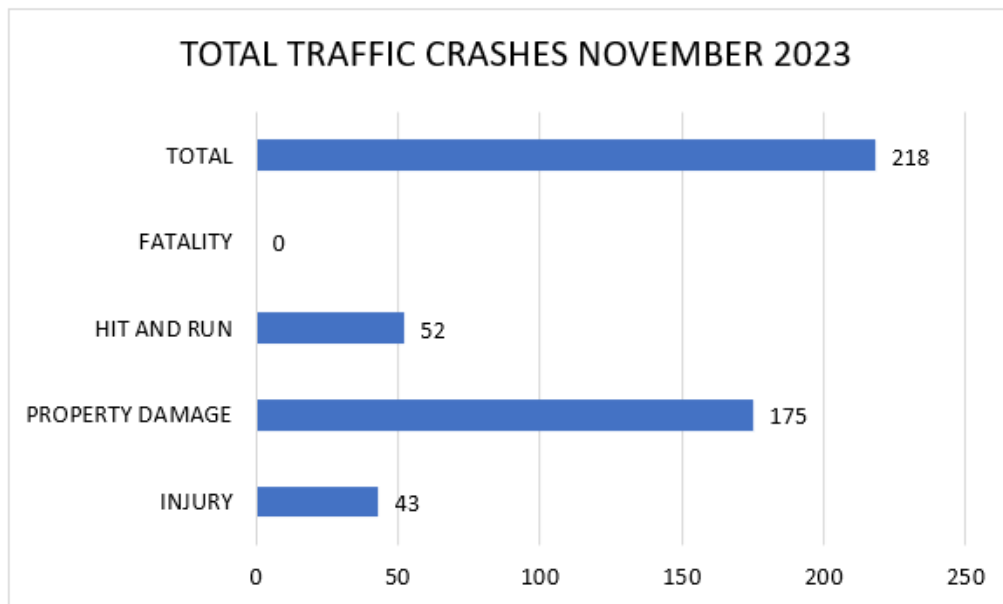
Green Bay Police Department

DECEMBER 2023

Traffic Safety Plan

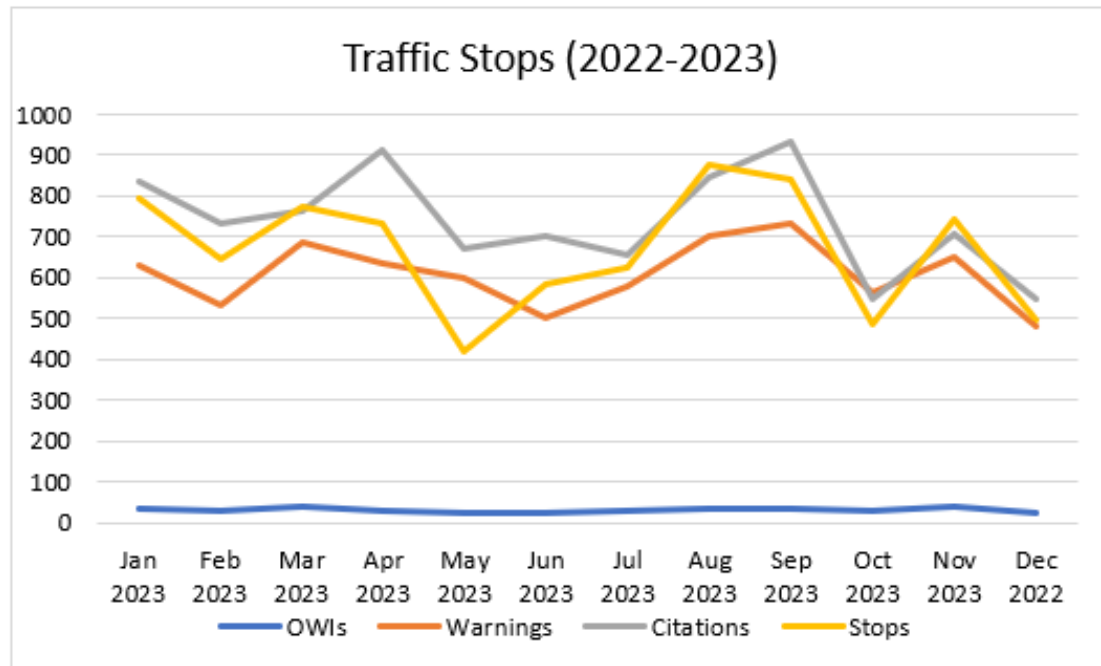
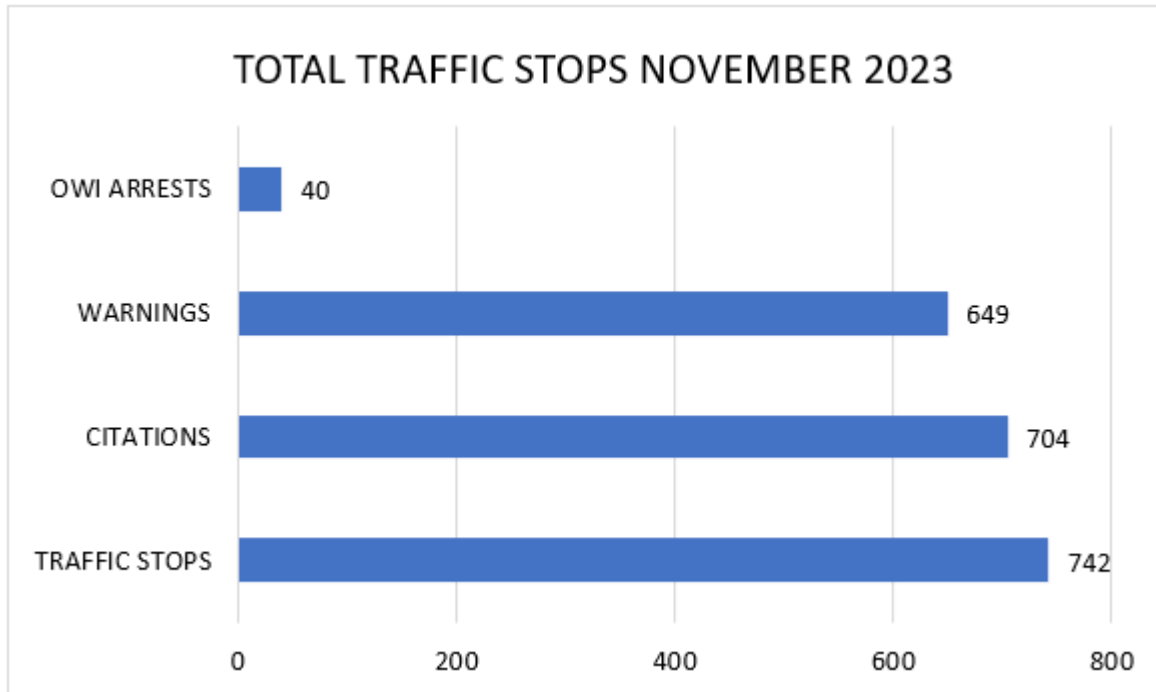
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The police department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the police department will use a data driven approach for traffic enforcement. Data analytics from crash data, citizens complaints and speed boards (when in use) 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.

NOVEMBER 2023 CRASH DATA



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

NOVEMBER 2023 TRAFFIC STOPS



UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * BROWN COUNTY OWI TASK FORCE— DECEMBER 8, 9, 15, 16, 31
- * CLICK IT OR TICKET SEATBELT ENFORCEMENT— DECEMBER 6, 13, 27
- * LOCAL ALCOHOL ENFORCEMENT—DECEMBER 29, 30

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

UPDATE—RAILROAD TRAFFIC SAFETY INITIATIVE ON NOVEMBER 28, 2023

On Tuesday, November 28, 2023, the Green Bay Police Department partnered with Watco in “Officer on the Train”, an Operation Lifesaver program to educate the public on railroad traffic safety. This effort took place along North Quincy Street between Eastman Avenue and Radisson Street, which is where Watco has reported approximately 25 to 30 near misses between trains and vehicles since the beginning of this year. For more information on railroad crossing and train track safety, visit Operation Lifesaver at oli.org.

Results:

Nine traffic stops

- *Two Citations

- *Nine Warnings

One Crash - Vehicle vs. Train - Low-Speed & No Injuries

- *Driver Cited for Failure to Stop for Railroad Crossing Signal



NOTE: The effort was originally scheduled for the hours of 3:00 p.m. to 7:00 p.m. but the actual initiative took place from approximately 3:30 p.m. to 6:00 p.m.. The initiative ended early as the officers handled the vehicle vs. train crash. The crash occurred at N. Quincy Street and Weise Street. The locomotive was backing up and an SUV continued forward towards the tracks resulting in minor damage to the vehicle, however there were no injuries.

TRAFFIC COMPLAINTS

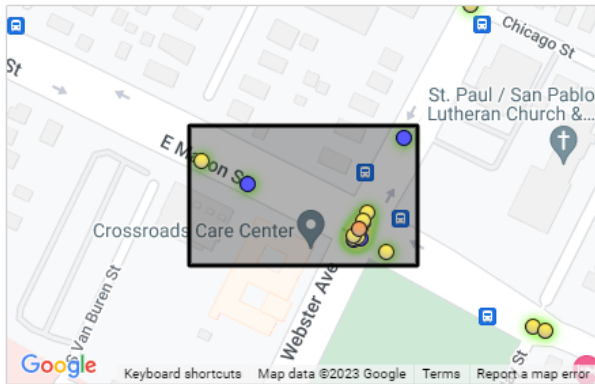
Below are the most recent traffic complaints received by the Green Bay Police Department. To make a traffic complaint, call the Traffic Enforcement Unit Complaint at (920) 448-3212. Residents can also submit an online complaint through the City’s Request for Service page. Please leave detailed information including specific times/days of the week, street and block number/ intersection, and contact information if you would like follow-up from an officer.

District	Area	Complaint
A	MASON ST/ MITCHELL ST	LOUD VEHICLES AND SPEEDING
A	SHAWANO AV/ FELLOWS DR	VEHICLES NOT YIELDING TO PEDS IN CROSSWALK
A	1200 BLOCK OF WESTERN AV	SPEEDING
A	PACKERLAND DR/ WEST POINT RD	VEHICLES NOT YIELDING TO PEDS IN CROSSWALK IN AM
A	1200 BLOCK OF ELMORE ST	SPEEDING
A	1600-1900 BLOCKS OF BOND ST	SPEEDING
B	9TH ST / 14TH AV	VEHICLE OBSTRUCTING TRAFFIC LANE IN AM
C	1400 BLOCK OF DAY ST	RECKLESS DRIVING
D	700-1200 BLOCKS OF BELLEVUE ST	LOUD VEHICLES AND SPEEDING
D	300 BLOCK OF STEVEN ST	SPEEDING

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

ENFORCEMENT PRIORITY AREAS

Areas are determined using a predictive analysis tool through the Wisconsin DOT. The tool uses crash data from the previous three years to determine areas that have a high likelihood of vehicle crashes.



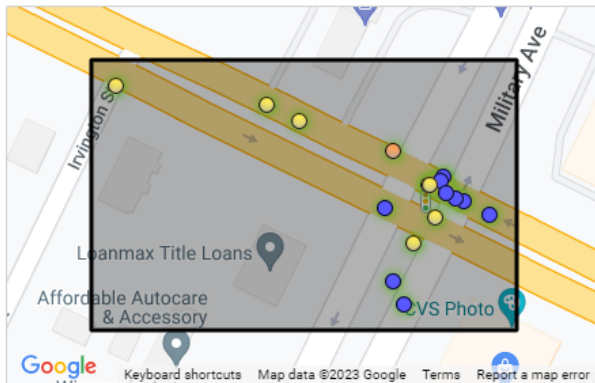
Analysis Area #2: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 16

Contributing Factors:

- Ocsp Protection (5)
- CMV (1)
- Teen Driver (4)
- Impaired (1)
- Bike (2)
- Distracted (2)
- Speed (2)



Analysis Area #3: GREEN BAY (C)

Roadway: 032

Total Crashes: 17

Contributing Factors:

- Teen Driver (4)
- CMV (1)
- 65+ Driver (3)
- Distracted (1)
- Bike (2)
- Ocsp Protection (1)
- Impaired (2)
- Speed (1)
- Pedestrian (2)



Analysis Area #4: GREEN BAY (C)

Roadway: ROOSEVELT ST S

Total Crashes: 13

Contributing Factors:

- Impaired (2)
- Teen Driver (1)
- Aggressive (1)
- 65+ Driver (1)
- Distracted (1)
- Motorcycle (1)
- Ocsp Protection (1)



Analysis Area #5: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 12

Contributing Factors:

- Teen Driver (4)
- Ocsp Protection (2)
- Speed (2)
- 65+ Driver (2)
- Impaired (1)



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

MEETING DATE

December 18, 2023

PREPARED BY

AGENDA ITEM # E.2

Initial Request: Consideration with possible action to review the intersection at Nicolet Drive and East Shore Drive regarding traffic concerns. (Ald. Grant - District I)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. E. Shore & Nicolet
2. Memo - Nicolet at EastShore

From: noreply@civicplus.com
To: [Celestine Jeffreys](#); [Eric Genrich](#); [Amaad Rivera](#)
Subject: Online Form Submittal: Alders' Petitions and Communications
Date: Thursday, October 5, 2023 8:58:08 AM

Alders' Petitions and Communications

Name	Jennifer Grant
Committee Name	Traffic, Bicycle, and Pedestrian Commission
Text of Communication	With consideration and possible action to review the intersection at Nicolet Dr. & E. Shore Dr. regarding traffic concerns.

Email not displaying correctly? [View it in your browser.](#)



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

TO: Traffic, Bicycle, and Pedestrian (TB&P) Commission, Alderman Grant, District I
Public Works Director Steven Grenier, P.E.

FROM: Traffic Technician Tom Schuurmans

RE: **Traffic Study Nicolet Drive (CTH A) and EastShore Drive/The Shores Apartment**

DATE: October 27, 2023

This memorandum serves as a follow up to the request submitted by Alderman Grant (District I) to conduct a traffic study at the intersection of Nicolet Drive (CTH A) and EastShore Drive.

This memo will be presented on Monday, December 18, 2023, Traffic, Bicycle, and Pedestrian (TB&P) Commission meeting.

Traffic Signal Warrants

Refer to Figure 1 for a summary of the traffic signal warrants as applied to the Nicolet Drive (CTH A) and EastShore Drive intersection. All warrants except Warrant 5 (School Crossing), Warrant 6 (Coordinated Signal System), and Warrant 9 (Intersection Near a Grade Crossing) were evaluated. Warrants 5 and 9 did not apply due to no nearby school and no nearby railroad crossing.

Operational Evaluation

12-Hour Turning Movement Counts were conducted on Monday October 23, 2023, and Tuesday October 24, 2023. While conducting this count I observed no substantial delay in traffic entering from EastShore Drive.

I did have operations staff adjust the Stop Sign on EastShore Drive and the Keep Right assembly mounted below. I moved the Stop sign north and installed short object marker delineators on island noses. This adjustment will allow motorists stopped on EastShore Drive to better see approaching traffic that is Westbound on Nicolet Drive (CTH A). I also called Toonen Development who owns and manages The Shores apartments to increase the size of the Stop sign at Nicolet Drive as it was currently substandard.

The current traffic volumes are slightly less than those counted in 2010 (see comparison spreadsheet). Nicolet Drive Eastbound right turn went up significantly. This could be workers heading to and from paper mills or possibly downtown as it is the route with the least stops and conflict points.

Conclusions

The intersection does not currently meet Traffic Signal or Muti-Way Stop warrants. Like some other intersections the Traffic Division will put this intersection into its regular count rotation to monitor changes. We will also evaluate traffic crash data annually.

Recommendations

Receive and place on file.

Functional Classification

- [illegible]

Prepared by:
Tom Schuurmans
DPW Traffic Division
July 2010

10 min
Fewer turns



2260 Nicolet Dr

141

11 min

9 min
Fastest



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: Nicolet Drive at EastShore Dr

County: Brown

Select one:

Major Street: Nicolet Drive

Minor Street: EastShore Drive

Critical Approach Speed: 35 mph

Critical Approach Speed: 35 mph

Lanes: 2 or more lanes

Lanes: 2 or more lanes

% Right Turns Included

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

From North (SB) 0%

Total number of approaches at intersection?

From East (WB) 0%

If it is a "T" intersection, inflate minor threshold to 150%? Yes

From South (NB) 0%

Manually set volume level?

From West (EB) 0%

Analysis based on

volume data.

		Time (HH:MM)			
		From	AM / PM	To	AM / 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	N/A
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	N/A
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: Tom Schuurmans (Traffic Technician)

Agency: DPW Traffic Division

Date: 10/26/2023

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	300	240
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	150	120
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	0	0	0
2	7:00	8:00	890	84	974
3	8:00	9:00	530	71	601
4	9:00	10:00	651	83	734
5	10:00	11:00	601	58	659
6	11:00	12:00	563	72	635
7	12:00	13:00	746	85	831
8	13:00	14:00	638	61	699
9	14:00	15:00	705	101	806
10	15:00	16:00	1041	119	1160
11	16:00	17:00	1062	116	1178
12	17:00	18:00	818	102	920
13	18:00	19:00	478	54	532
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume

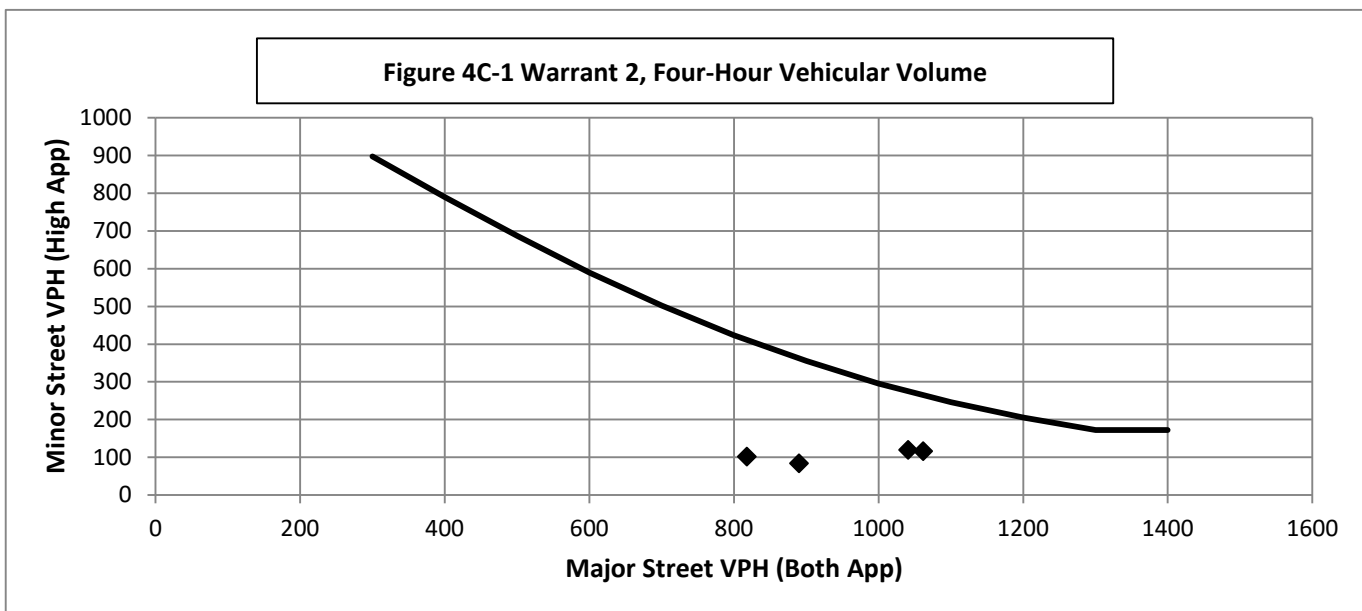
100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Hour Start	16:00	15:00	7:00	17:00
Major Road Vol.	1062	1041	890	818
Minor Road Vol.	116	119	84	102



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Condition justifying use of warrant:

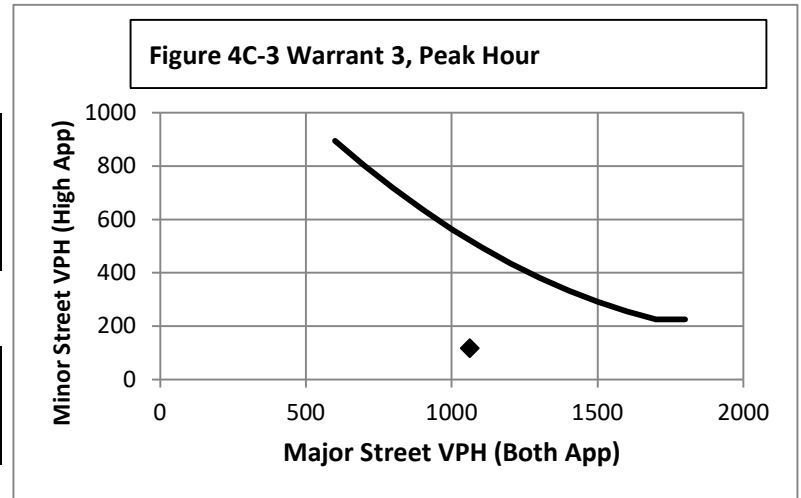
Criteria		Met?
Delay on Minor Approach	5	No
Volume on Minor Approach	150	No
Total Entering Volume (veh/h)		

Manually Set Peak Hour? No

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	1062	116

Warrant Satisfied? No

Manually Set To:



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

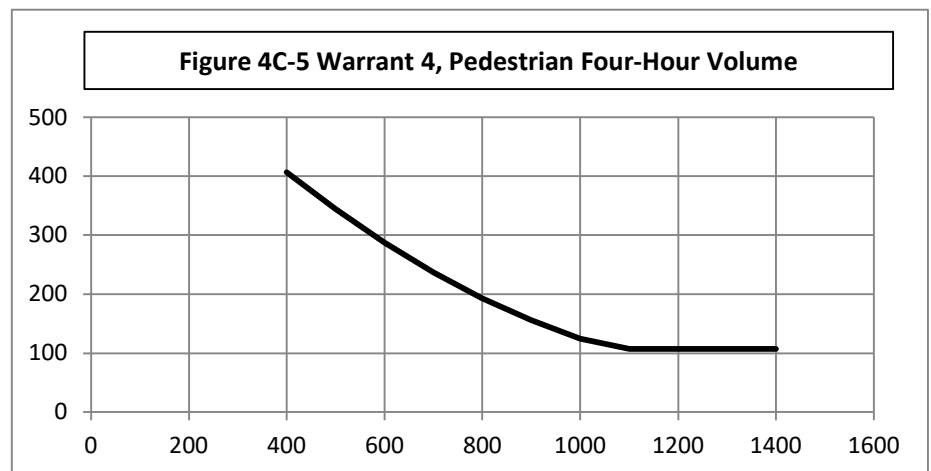
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

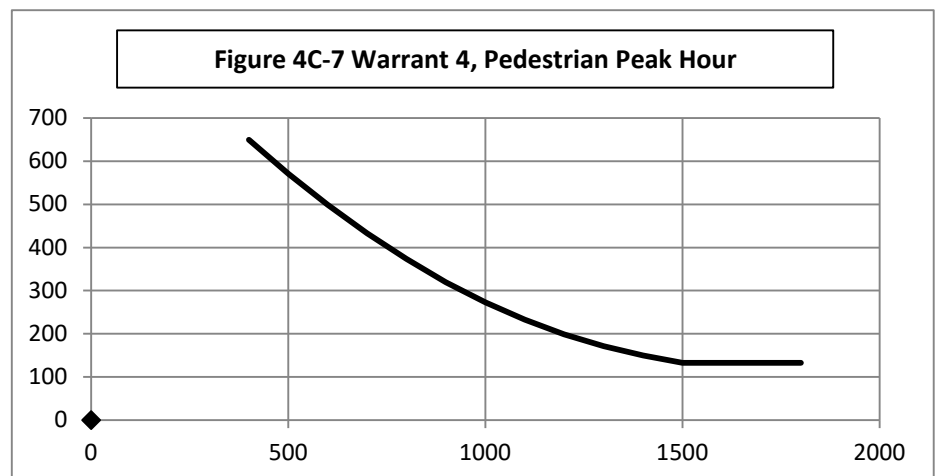
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



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.	
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? No

Warrant Satisfied? N/A

Manually Set To:

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	
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.	
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.	

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:		No
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 in 2021	No
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	1178	Yes
	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.)		
	Hour		
	Volume		

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	Yes
3	Appears as a major route on an official plan	Yes

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	16:00	1062	116	38.86

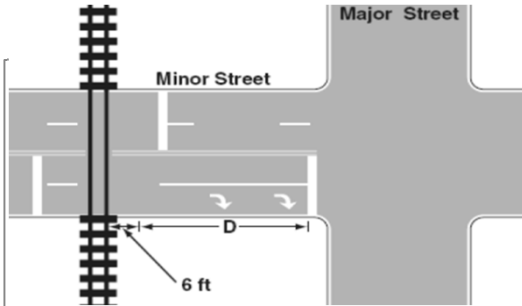
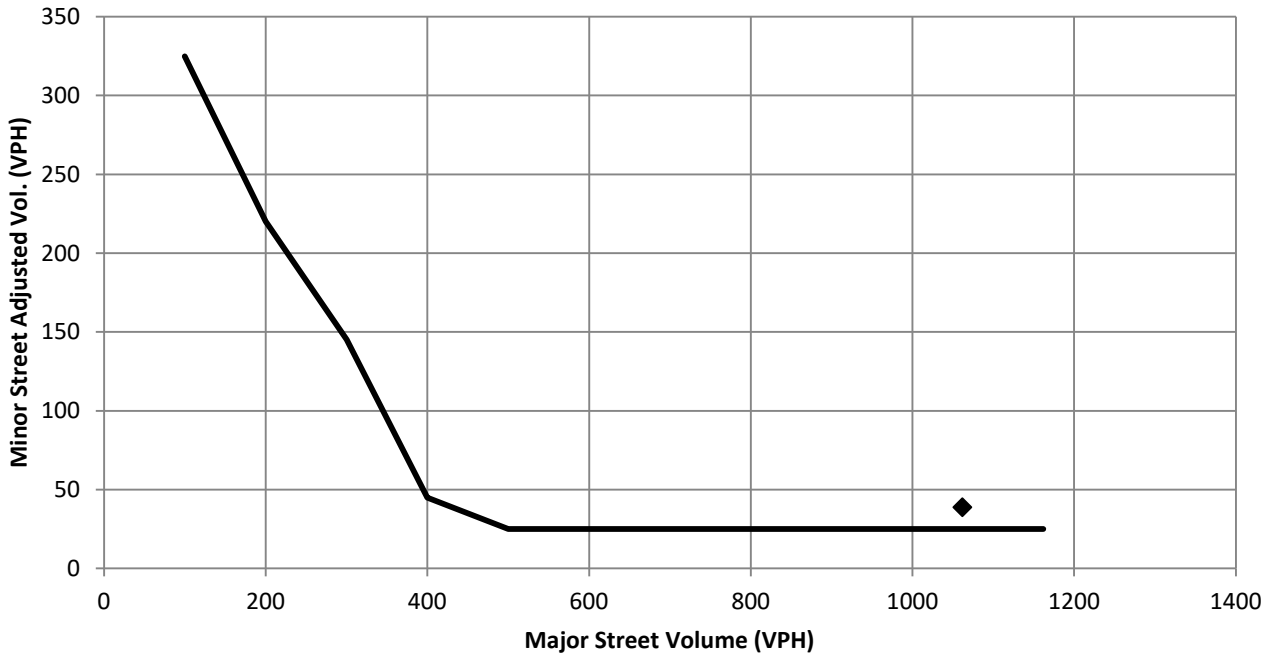


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing
(Two or More Approach Lanes at the Track Crossing)



Conclusions/Comments:

Updated: 12/6/2017

TRAFFIC CRASH SUMMARY

NICOLET DRIVE (CTH A) AT EASTSHORE DRIVE

2018

Case #	Date	Time	Location	Description	Injuries
18-204973	05/07/18	2:06 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	0
18-206573	06/12/18	5:50 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	2
18-211050	10/01/18	6:01 PM	NICOLET DR & EAST SHORE DR	SB EastShore struck WB vehicle	1

2019

Case #	Date	Time	Location	Description	Injuries
19-212358	05/13/19	3:31 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	0

2020

Case #	Date	Time	Location	Description	Injuries
20-209427	09/30/20	5:15 PM	NICOLET DR & EAST SHORE DR	SB Failure to Yield R/W struck WB vehicle	3

2021

Case #	Date	Time	Location	Description	Injuries
21-205350	02/01/21	4:37 PM	NICOLET DR & EAST SHORE DR	SB Failure to Yeild R/W to WB vehicle	0
21-221705	04/29/21	3:15 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	0
21-256423	10/05/21	7:07 PM	NICOLET DR & EAST SHORE DR	SB Failure to Yeild R/W to WB vehicle	0
21-264429	11/11/21	9:27 AM	NICOLET DR & EAST SHORE DR	SB Rear End	1

2022

Case #	Date	Time	Location	Description	Injuries
22-249092	09/07/22	12:48 PM	NICOLET DR & EAST SHORE DR	NB Failure to Yeild R/W to WB vehicle	0

2023

Case #	Date	Time	Location	Description	Injuries
23-251337	09/15/23	8:48 AM	NICOLET DR & EAST SHORE DR	SB Failure to Yield R/W merge	0
23-255440	10/04/23	3:45 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	0



TRAFFIC CRASH SUMMARY

NICOLET DRIVE (CTH A) AT EASTSHORE DRIVE

2018

Case #	Date	Time	Location	Description	Injuries
18-204973	05/07/18	2:06 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	0
18-206573	06/12/18	5:50 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	2
18-211050	10/01/18	6:01 PM	NICOLET DR & EAST SHORE DR	SB EastShore struck WB vehicle	1



TRAFFIC CRASH SUMMARY

NICOLET DRIVE (CTH A) AT EASTSHORE DRIVE

2019

Case #	Date	Time	Location	Description	Injuries
19-212358	05/13/19	3:31 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	0



1 in = 50 ft

TRAFFIC CRASH SUMMARY

NICOLET DRIVE (CTH A) AT EASTSHORE DRIVE

2020

Case #	Date	Time	Location	Description	Injuries
20-209427	09/30/20	5:15 PM	NICOLET DR & EAST SHORE DR	SB Failure to Yield R/W struck WB vehicle	3

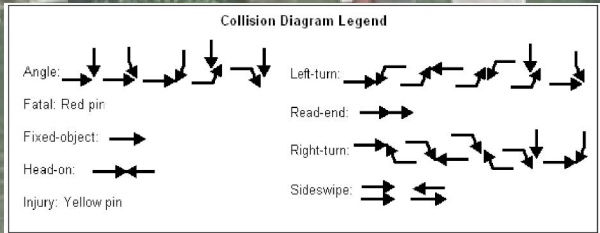


TRAFFIC CRASH SUMMARY

NICOLET DRIVE (CTH A) AT EASTSHORE DRIVE

2021

Case #	Date	Time	Location	Description	Injuries
21-205350	02/01/21	4:37 PM	NICOLET DR & EAST SHORE DR	SB Failure to Yield R/W to WB vehicle	0
21-221705	04/29/21	3:15 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	0
21-256423	10/05/21	7:07 PM	NICOLET DR & EAST SHORE DR	SB Failure to Yield R/W to WB vehicle	0
21-264429	11/11/21	9:27 AM	NICOLET DR & EAST SHORE DR	SB Rear End	1



1 in = 50 ft

TRAFFIC CRASH SUMMARY

NICOLET DRIVE (CTH A) AT EASTSHORE DRIVE

2022

Case #	Date	Time	Location	Description	Injuries
22-249092	09/07/22	12:48 PM	NICOLET DR & EAST SHORE DR	NB Failure to Yield R/W to WB vehicle	0



TRAFFIC CRASH SUMMARY
NICOLET DRIVE (CTH A) AT EASTSHORE DRIVE

2023

Case #	Date	Time	Location	Description	Injuries
23-251337	09/15/23	8:48 AM	NICOLET DR & EAST SHORE DR	SB Failure to Yield R/W merge	0
23-255440	10/04/23	3:45 PM	NICOLET DR & EAST SHORE DR	EB Left Turn struck by WB vehicle	0

Nicolet Drive at EastShore Drive

2010 vs 2023 Traffic Counts

Counted By: Tom Schuurmans
SIGNAL STUDY

	EAST SHORE DR From North			NICOLET DR From East			The Shores Apts From South			NICOLET DR From West			Total Entering Vehicles
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00:00 AM	32	2	69	101	432	1	18	4	19	5	718	17	1418
7:00:00 AM	21	3	81	149	432	2	5	3	29	0	436	20	1181
% Change	(34.38)	50.00	17.39	47.52	0.00	100.00	(72.22)	(25.00)	52.63	(100.00)	(39.28)	17.65	(16.71)
8:00:00 AM	9	1	59	63	316	4	2	2	17	1	297	12	783
8:00:00 AM	15	3	68	68	234	2	4	1	29	0	280	14	718
% Change	66.67	200.00	15.25	7.94	(25.95)	(50.00)	100.00	(50.00)	70.59	(100.00)	(5.72)	16.67	(8.30)
9:00:00 AM	13	1	45	67	271	8	7	2	14	5	285	12	730
9:00:00 AM	18	2	81	48	194	3	5	1	7	0	441	13	813
% Change	38.46	100.00	80.00	(28.36)	(28.41)	(62.50)	(28.57)	(50.00)	(50.00)	(100.00)	54.74	8.33	11.37
10:00:00 AM	14	1	65	51	248	5	12	0	11	0	453	11	871
10:00:00 AM	27	1	57	66	256	7	3	1	19	3	322	16	778
% Change	92.86	0.00	(12.31)	29.41	3.23	40.00	(75.00)	-	72.73	-	(28.92)	45.45	(10.68)
11:00:00 AM	16	0	66	58	419	16	9	1	16	5	372	19	997
11:00:00 AM	28	1	71	61	273	2	5	3	14	6	262	26	752
% Change	75.00	-	7.58	5.17	(34.84)	(87.50)	(44.44)	200.00	(12.50)	20.00	(29.57)	36.84	(24.57)
12:00:00 PM	14	2	61	63	272	14	19	2	21	6	394	14	882
12:00:00 PM	26	2	83	87	318	7	8	2	14	3	391	30	971
% Change	85.71	0.00	36.07	38.10	16.91	(50.00)	(57.89)	0.00	(33.33)	(50.00)	(0.76)	114.29	10.09
1:00:00 PM	12	0	63	64	455	11	13	3	17	3	303	11	955
1:00:00 PM	22	0	61	79	307	7	3	2	15	3	295	29	823
% Change	83.33	-	(3.17)	23.44	(32.53)	(36.36)	(76.92)	(33.33)	(11.76)	0.00	(2.64)	163.64	(13.82)
2:00:00 PM	18	2	67	89	473	12	5	1	21	6	328	22	1044
2:00:00 PM	28	4	97	124	378	7	4	1	13	4	305	15	980
% Change	55.56	100.00	44.78	39.33	(20.08)	(41.67)	(20.00)	0.00	(38.10)	(33.33)	(7.01)	(31.82)	(6.13)
3:00:00 PM	35	2	95	67	467	8	5	3	23	7	444	30	1186
3:00:00 PM	31	7	112	125	559	1	4	0	23	10	445	36	1353
% Change	(11.43)	250.00	17.89	86.57	19.70	(87.50)	(20.00)	(100.00)	0.00	42.86	0.23	20.00	14.08
4:00:00 PM	14	1	90	54	400	15	8	0	23	5	446	18	1074
4:00:00 PM	25	5	111	80	539	7	5	2	21	12	491	25	1323
% Change	78.57	400.00	23.33	48.15	34.75	(53.33)	(37.50)	-	(8.70)	140.00	10.09	38.89	23.18
5:00:00 PM	22	3	82	57	337	8	11	4	15	7	463	14	1023
5:00:00 PM	14	2	100	75	393	9	10	2	11	15	400	16	1047
% Change	(36.36)	(33.33)	21.95	31.58	16.62	12.50	(9.09)	(50.00)	(26.67)	114.29	(13.61)	14.29	2.35
6:00:00 PM	13	3	79	40	217	13	11	0	20	9	269	17	691
6:00:00 PM	3	2	52	42	235	3	8	2	1	6	235	5	594
% Change	(76.92)	(33.33)	(34.18)	5.00	8.29	(76.92)	(27.27)	-	(95.00)	(33.33)	(12.64)	(70.59)	(14.04)
2010 Total	212	18	841	774	4307	115	120	22	217	59	4772	197	11654
2023 Total	258	32	974	1004	4118	57	64	20	196	62	4303	245	11333
Total % Change	21.70	77.78	15.81	29.72	(4.39)	(50.43)	(46.67)	(9.09)	(9.68)	5.08	(9.83)	24.37	(2.75)

11654 2010 Turning Movement Count
11333 2023 Turning Movement Count
(2.75) Percent Change

City of Green Bay

Traffic Division

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File Name : 2023 Nicolet at EastShore
Site Code : 00002222
Start Date : 10/24/2023
Page No : 1

Groups Printed- Unshifted - Bank 1

	EASTSHORE DR From North				NICOLET DR From East				The Shores Apt From South				NICOLET DR From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	4	2	12	18	31	101	0	132	1	2	7	10	0	80	6	86	246
07:15 AM	5	0	15	20	27	84	0	111	0	0	5	5	0	89	1	90	226
07:30 AM	4	1	19	24	42	142	1	185	0	1	10	11	0	135	6	141	361
07:45 AM	8	0	35	43	49	105	1	155	4	0	7	11	0	132	7	139	348
Total	21	3	81	105	149	432	2	583	5	3	29	37	0	436	20	456	1181
08:00 AM	2	2	29	33	15	77	1	93	2	0	7	9	0	64	4	68	203
08:15 AM	4	0	11	15	20	51	0	71	0	0	7	7	0	47	6	53	146
08:30 AM	6	1	10	17	18	48	0	66	2	0	7	9	0	55	2	57	149
08:45 AM	3	0	18	21	15	58	1	74	0	1	8	9	0	114	2	116	220
Total	15	3	68	86	68	234	2	304	4	1	29	34	0	280	14	294	718
09:00 AM	3	0	26	29	12	45	0	57	2	0	0	2	0	147	3	150	238
09:15 AM	5	2	28	35	17	68	0	85	3	1	4	8	0	165	2	167	295
09:30 AM	3	0	13	16	7	53	2	62	0	0	2	2	0	75	4	79	159
09:45 AM	7	0	14	21	12	28	1	41	0	0	1	1	0	54	4	58	121
Total	18	2	81	101	48	194	3	245	5	1	7	13	0	441	13	454	813
10:00 AM	5	0	12	17	10	25	1	36	0	0	1	1	0	59	2	61	115
10:15 AM	11	0	15	26	17	65	0	82	1	1	5	7	1	82	4	87	202
10:30 AM	7	1	16	24	19	78	3	100	2	0	8	10	0	97	5	102	236
10:45 AM	4	0	14	18	20	88	3	111	0	0	5	5	2	84	5	91	225
Total	27	1	57	85	66	256	7	329	3	1	19	23	3	322	16	341	778
11:00 AM	12	0	15	27	16	69	0	85	0	0	4	4	1	70	9	80	196
11:15 AM	4	0	17	21	13	53	0	66	3	0	2	5	2	71	5	78	170
11:30 AM	8	0	18	26	19	93	2	114	1	1	4	6	1	56	6	63	209
11:45 AM	4	1	21	26	13	58	0	71	1	2	4	7	2	65	6	73	177
Total	28	1	71	100	61	273	2	336	5	3	14	22	6	262	26	294	752
12:00 PM	9	1	14	24	21	80	1	102	1	1	4	6	1	71	6	78	210
12:15 PM	3	0	18	21	17	91	4	112	4	0	5	9	0	159	6	165	307
12:30 PM	8	1	36	45	23	76	1	100	2	1	4	7	2	108	8	118	270
12:45 PM	6	0	15	21	26	71	1	98	1	0	1	2	0	53	10	63	184
Total	26	2	83	111	87	318	7	412	8	2	14	24	3	391	30	424	971
01:00 PM	4	0	11	15	18	63	2	83	1	1	4	6	0	66	8	74	178
01:15 PM	4	0	14	18	14	55	1	70	0	0	5	5	0	66	10	76	169
01:30 PM	7	0	14	21	23	74	0	97	0	0	1	1	2	91	7	100	219
01:45 PM	7	0	22	29	24	115	4	143	2	1	5	8	1	72	4	77	257
Total	22	0	61	83	79	307	7	393	3	2	15	20	3	295	29	327	823
02:00 PM	4	0	18	22	33	99	3	135	2	1	5	8	2	67	7	76	241
02:15 PM	10	2	21	33	27	79	1	107	0	0	2	2	1	96	3	100	242
02:30 PM	9	0	22	31	31	81	0	112	0	0	2	2	0	69	2	71	216
02:45 PM	5	2	36	43	33	119	3	155	2	0	4	6	1	73	3	77	281
Total	28	4	97	129	124	378	7	509	4	1	13	18	4	305	15	324	980

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File Name : 2023 Nicolet at EastShore

Site Code : 00002222

Start Date : 10/24/2023

Page No : 2

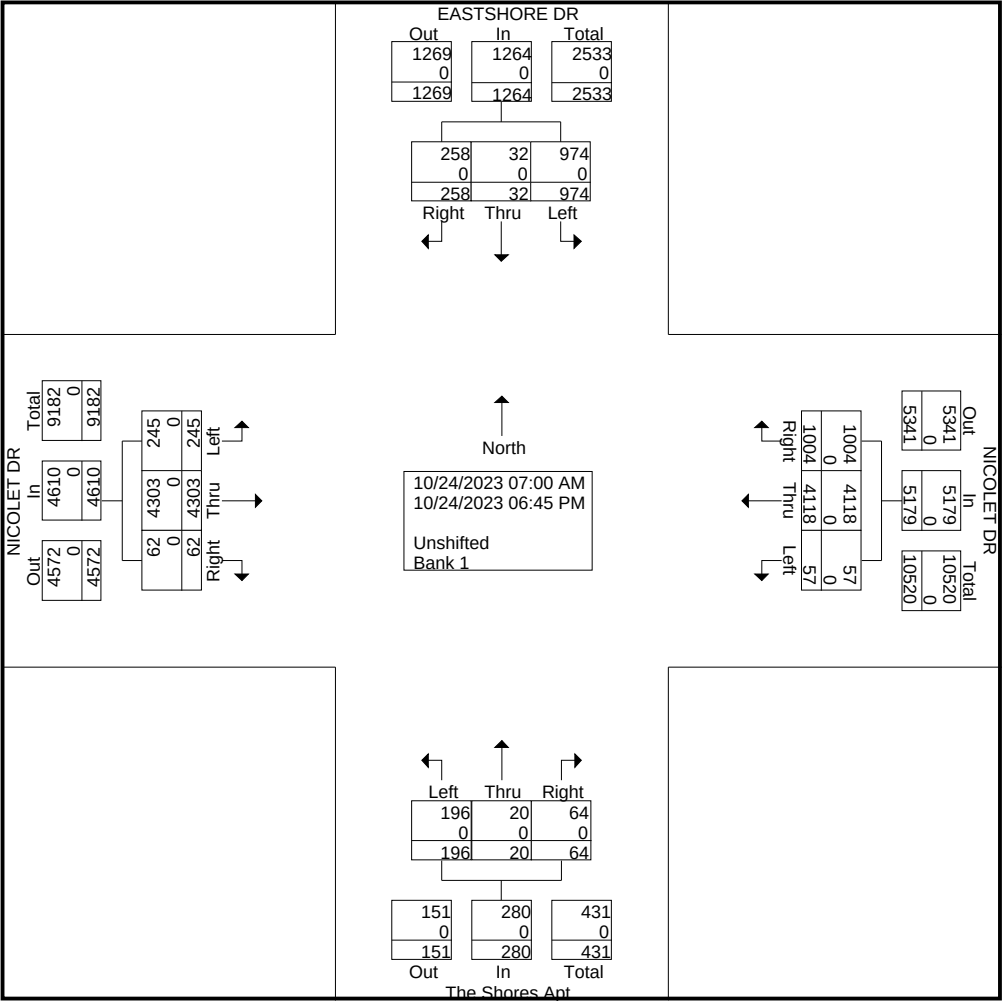
Groups Printed- Unshifted - Bank 1

[illegible]

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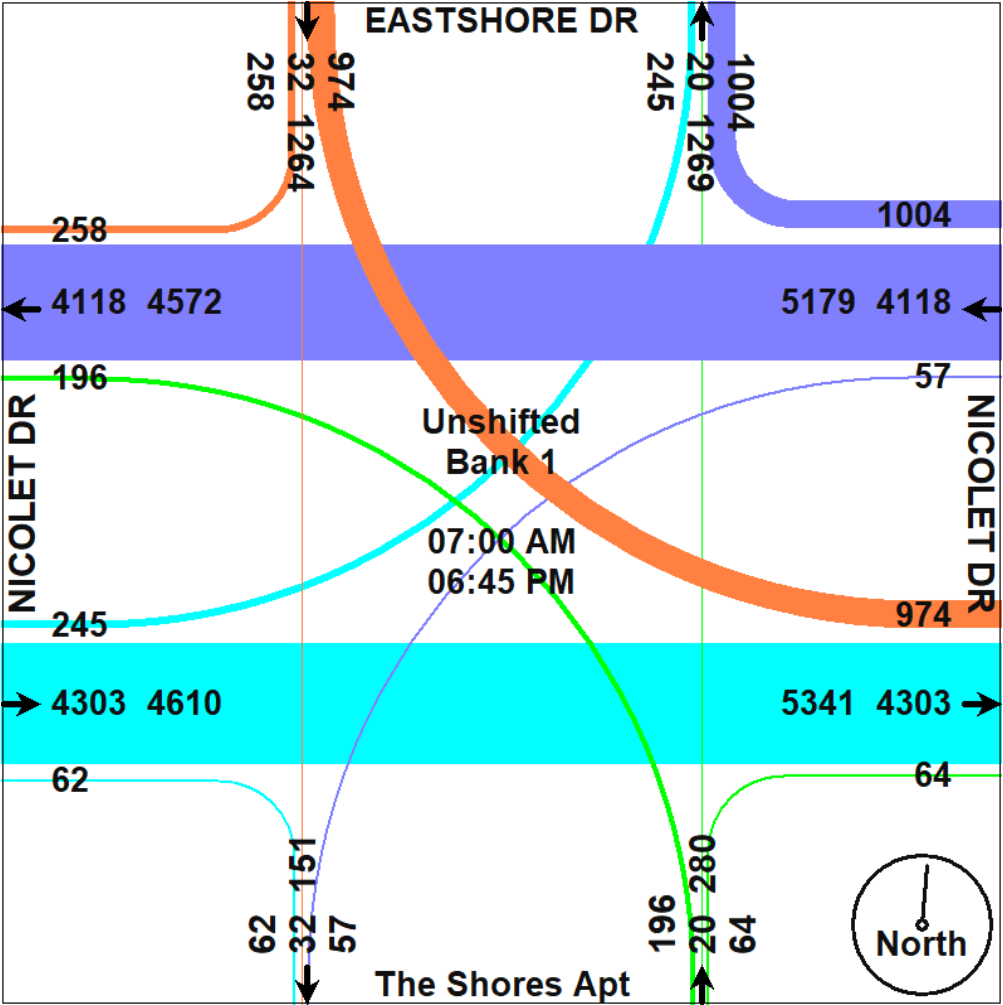
File Name : 2023 Nicolet at EastShore
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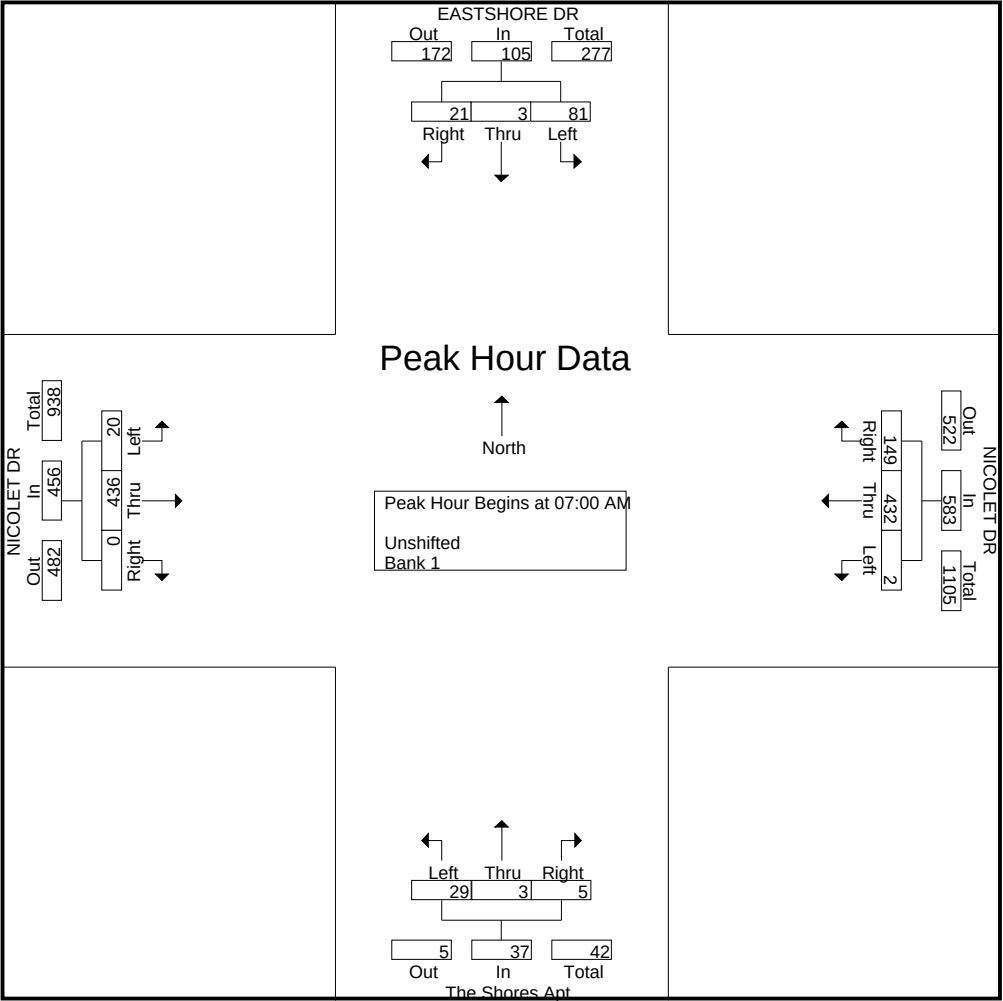
File Name : 2023 Nicolet at EastShore
Site Code : 00002222
Start Date : 10/24/2023
Page No : 5

	EASTSHORE DR From North				NICOLET DR From East				The Shores Apt From South				NICOLET DR From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	2	12	18	31	101	0	132	1	2	7	10	0	80	6	86	246
07:15 AM	5	0	15	20	27	84	0	111	0	0	5	5	0	89	1	90	226
07:30 AM	4	1	19	24	42	142	1	185	0	1	10	11	0	135	6	141	361
07:45 AM	8	0	35	43	49	105	1	155	4	0	7	11	0	132	7	139	348
Total Volume	21	3	81	105	149	432	2	583	5	3	29	37	0	436	20	456	1181
% App. Total	20	2.9	77.1		25.6	74.1	0.3		13.5	8.1	78.4		0	95.6	4.4		
PHF	.656	.375	.579	.610	.760	.761	.500	.788	.313	.375	.725	.841	.000	.807	.714	.809	.818

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Default Comments
Change These in The Preferences Window
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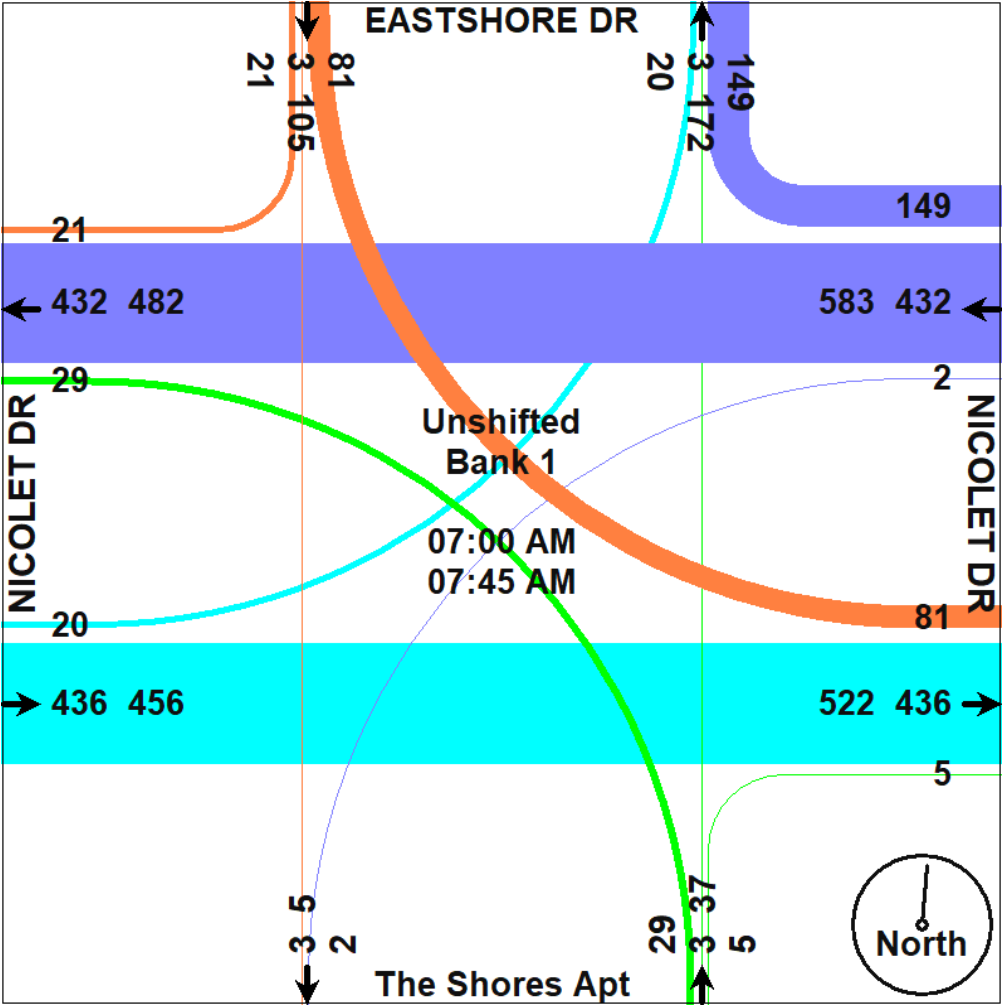
File Name : 2023 Nicolet at EastShore
Site Code : 00002222
Start Date : 10/24/2023
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Site Code : 00002222
Start Date : 10/24/2023
Page No : 7



City of Green Bay

Traffic Division

Default Comments

Change These in The Preferences Window

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File Name : 2023 Nicolet at EastShore

Site Code : 00002222

Start Date : 10/24/2023

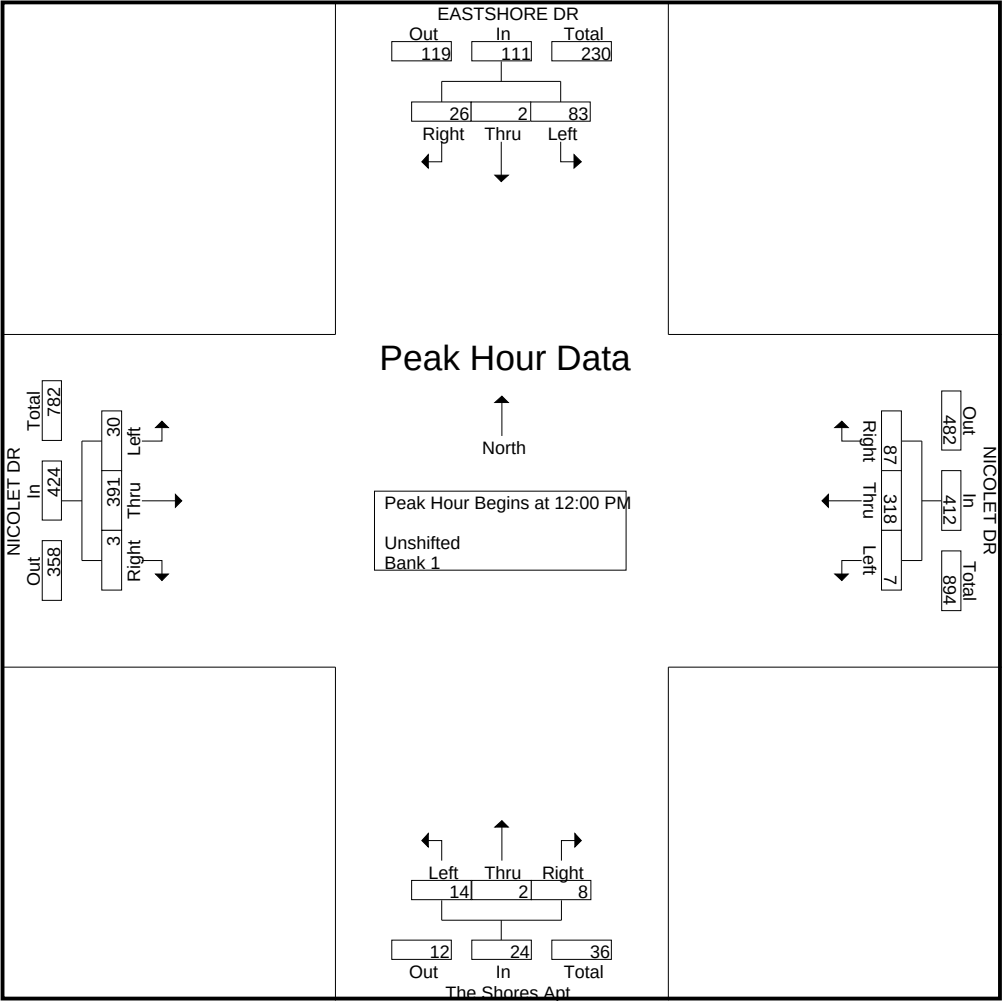
Page No : 8

	EASTSHORE DR From North				NICOLET DR From East				The Shores Apt From South				NICOLET DR From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	9	1	14	24	21	80	1	102	1	1	4	6	1	71	6	78	210
12:15 PM	3	0	18	21	17	91	4	112	4	0	5	9	0	159	6	165	307
12:30 PM	8	1	36	45	23	76	1	100	2	1	4	7	2	108	8	118	270
12:45 PM	6	0	15	21	26	71	1	98	1	0	1	2	0	53	10	63	184
Total Volume	26	2	83	111	87	318	7	412	8	2	14	24	3	391	30	424	971
% App. Total	23.4	1.8	74.8		21.1	77.2	1.7		33.3	8.3	58.3		0.7	92.2	7.1		
PHF	.722	.500	.576	.617	.837	.874	.438	.920	.500	.500	.700	.667	.375	.615	.750	.642	.791

City of Green Bay Traffic Division

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

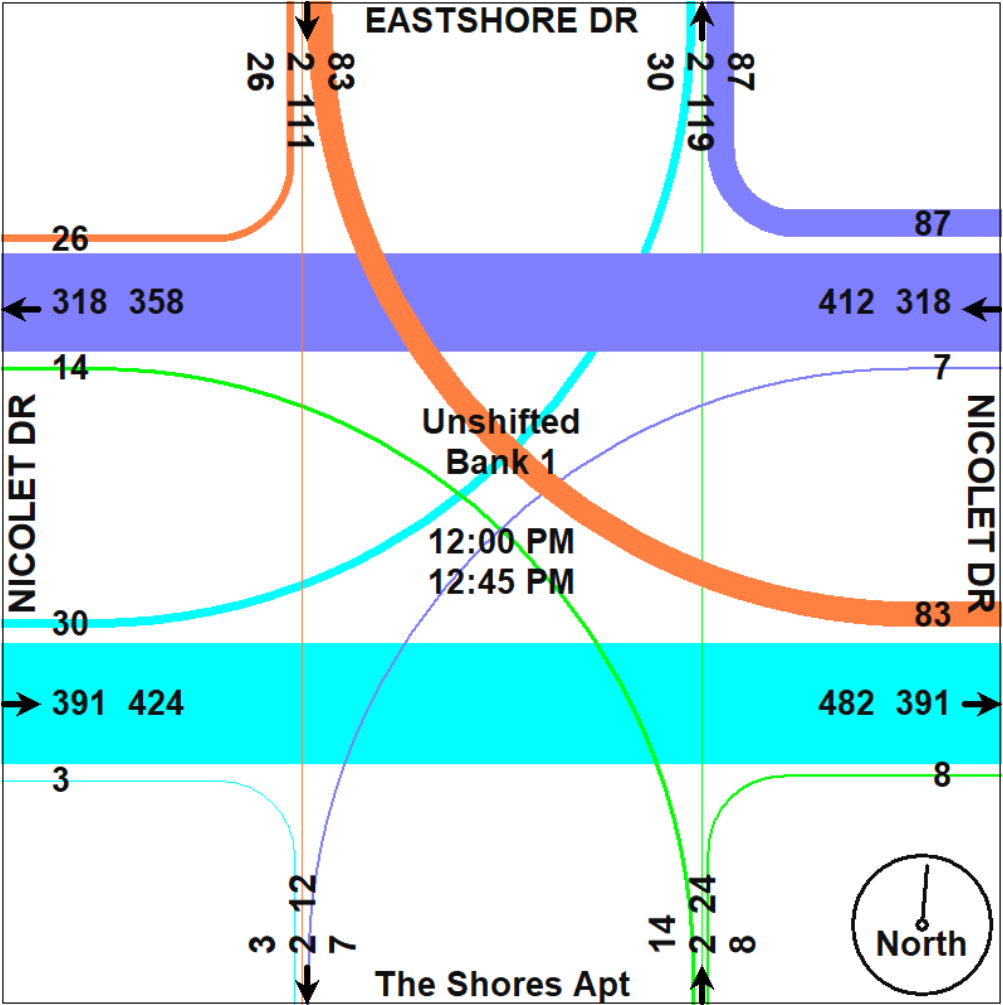
File Name : 2023 Nicolet at EastShore
Site Code : 00002222
Start Date : 10/24/2023
Page No : 9



City of Green Bay Traffic Division

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 2023 Nicolet at EastShore
Site Code : 00002222
Start Date : 10/24/2023
Page No : 10



City of Green Bay

Traffic Division

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

File Name : 2023 Nicolet at EastShore

Site Code : 00002222

Start Date : 10/24/2023

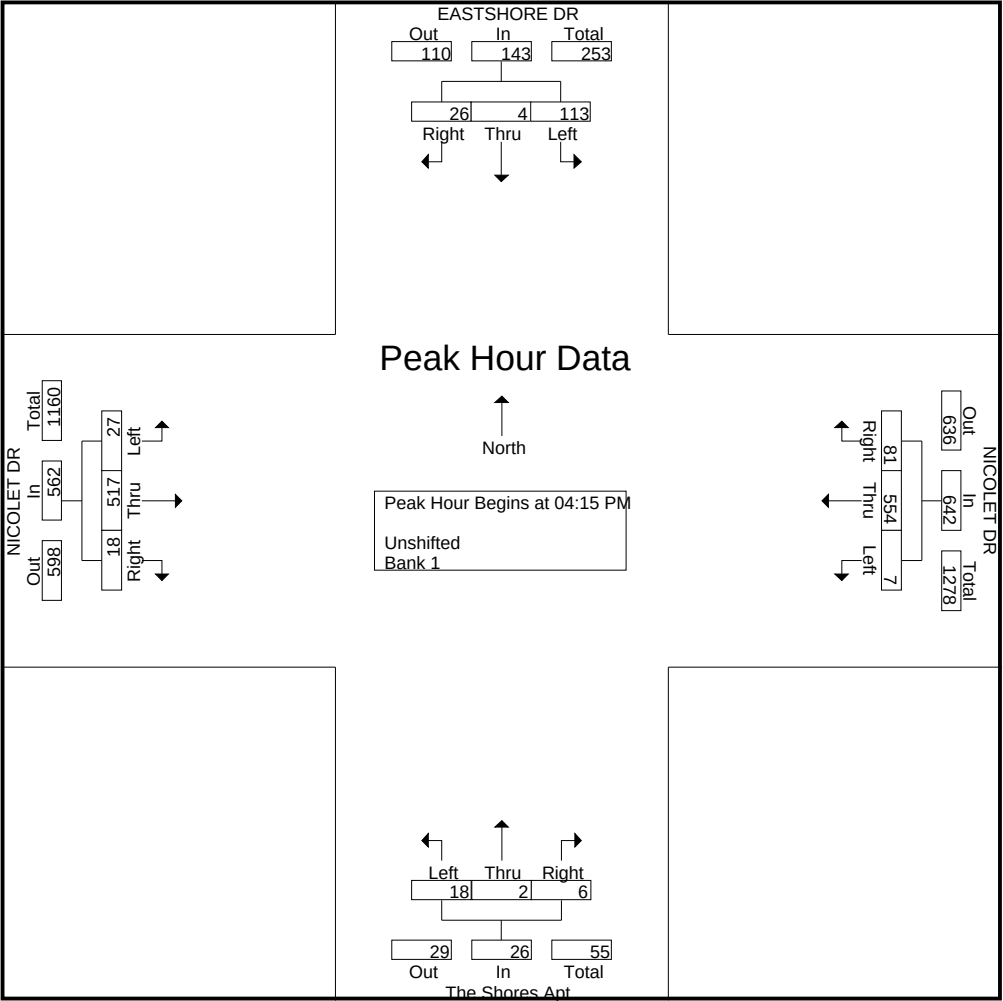
Page No : 11

	EASTSHORE DR From North				NICOLET DR From East				The Shores Apt From South				NICOLET DR From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	7	1	28	36	17	112	1	130	0	0	4	4	2	125	9	136	306
04:30 PM	6	0	24	30	24	190	1	215	3	0	7	10	3	111	6	120	375
04:45 PM	6	3	30	39	15	118	5	138	1	1	4	6	7	142	6	155	338
05:00 PM	7	0	31	38	25	134	0	159	2	1	3	6	6	139	6	151	354
Total Volume	26	4	113	143	81	554	7	642	6	2	18	26	18	517	27	562	1373
% App. Total	18.2	2.8	79		12.6	86.3	1.1		23.1	7.7	69.2		3.2	92	4.8		
PHF	.929	.333	.911	.917	.810	.729	.350	.747	.500	.500	.643	.650	.643	.910	.750	.906	.915

City of Green Bay Traffic Division

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

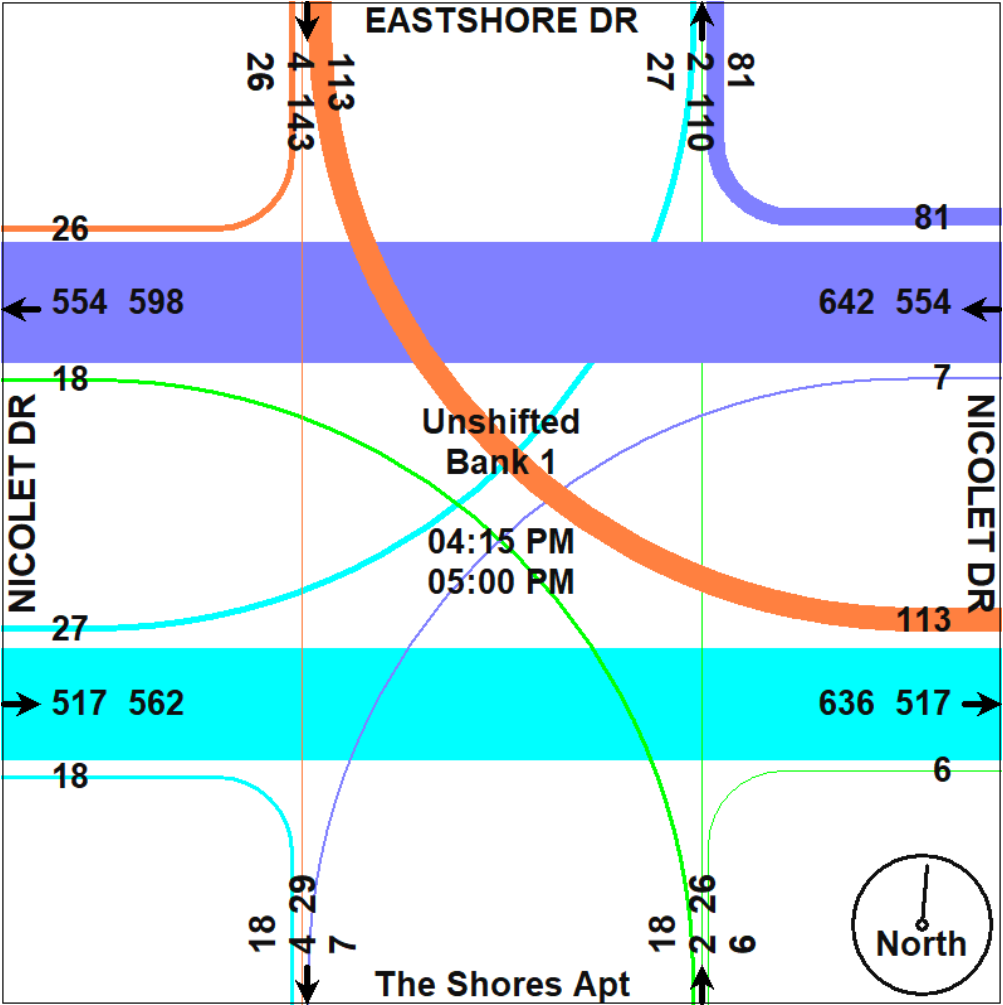
File Name : 2023 Nicolet at EastShore
Site Code : 00002222
Start Date : 10/24/2023
Page No : 12



City of Green Bay Traffic Division

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 2023 Nicolet at EastShore
Site Code : 00002222
Start Date : 10/24/2023
Page No : 13





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

MEETING DATE

December 18, 2023

PREPARED BY

AGENDA ITEM # E.3

Initial Request: Consideration with possible action on the request by Ald. Stevens to modify the parking restrictions on Morrow Street east on N. Henry Street. (Ald. Stevens - District 5)

BACKGROUND

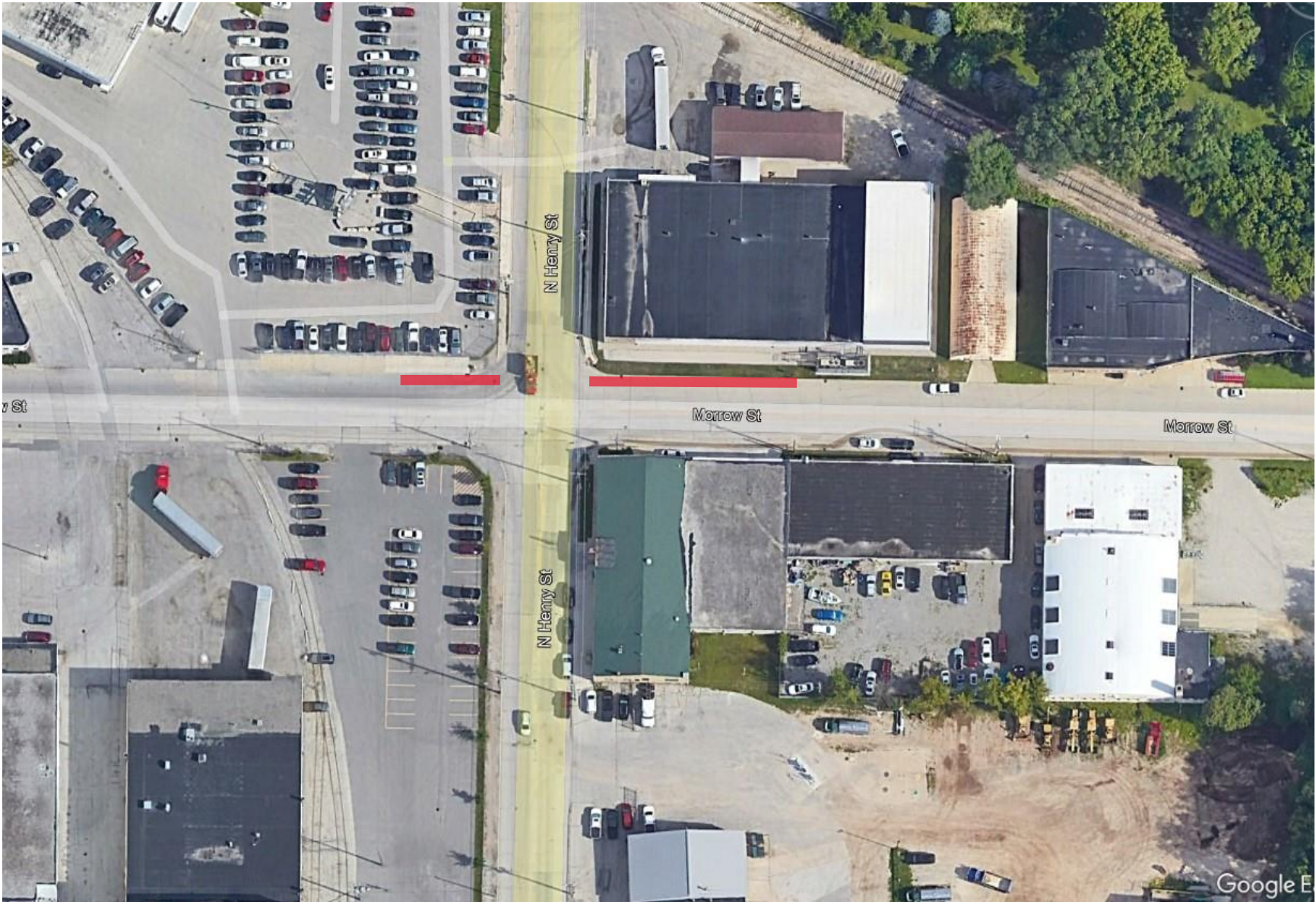
RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

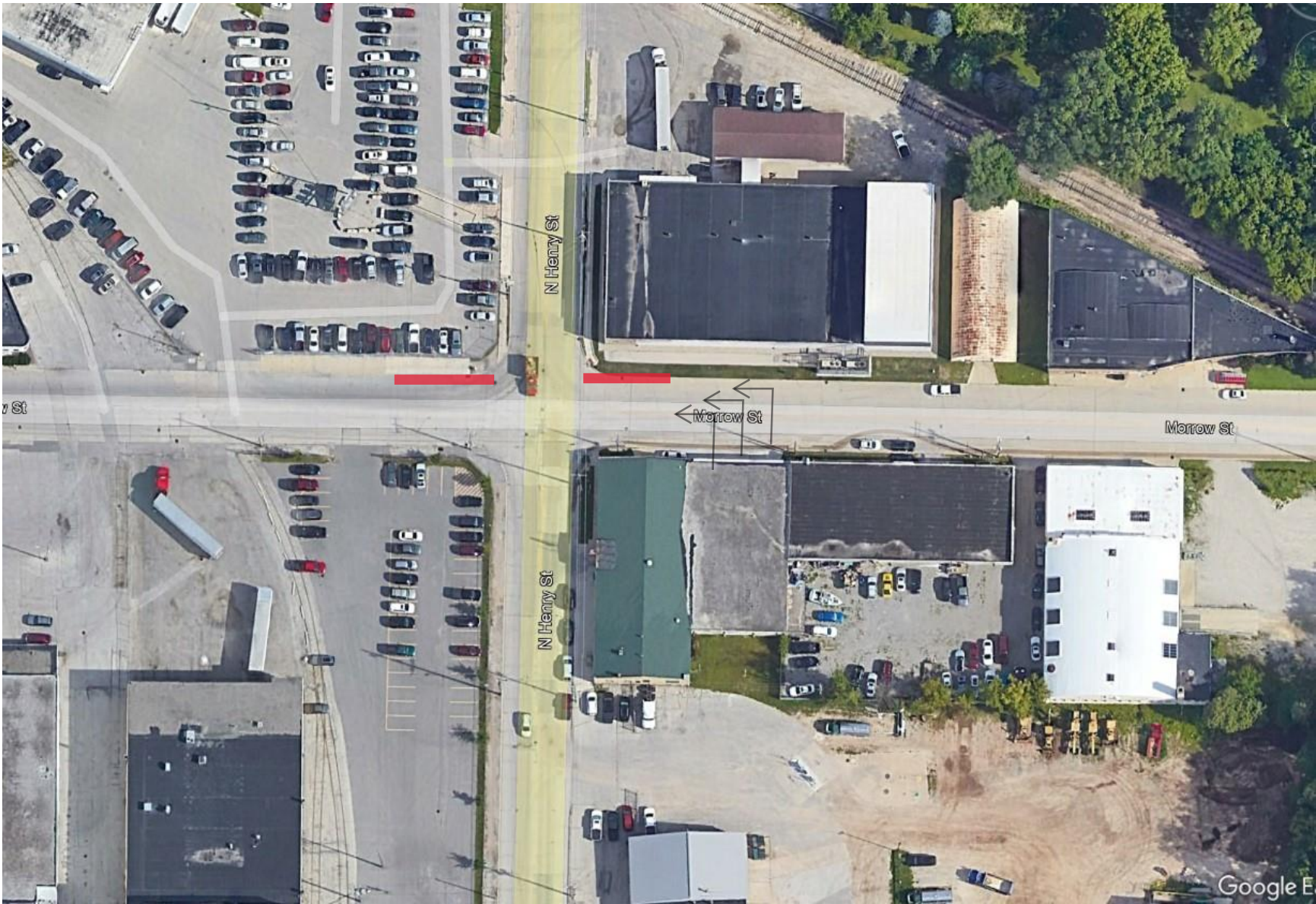
- I. TBP Morrow Street Parking

EXISTING



MORROW STREET, north side, NO PARKING from a point 60 feet west of Henry Street to a point 135 feet east of Henry Street.

PROPOSED



That on a 90-day trial, remove the existing parking restriction on the north side of Morrow Street from a point 60 feet west of Henry Street to a point 135 feet east of Henry Street.

That on a 90-day trial, establish a NO PARKING ZONE on the north side of Morrow Street from a point 60 feet west of Henry Street to a point 60 feet east of Henry Street.



1800 Morrow Parking Study
December 2023



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

MEETING DATE

December 18, 2023

PREPARED BY

AGENDA ITEM # E.4

Initial Request: Consideration with possible action on the request by Ald. Wery to study the need for a THREE-WAY STOP condition at the intersection of Western Avenue and Mary Hill Drive. (Ald. Wery - District 10)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. Wester & Mary Hill Communication
2. M awsc warrants Western-Maryhill 2020.djah
3. Work Order Western

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Wednesday, October 18, 2023 7:37 PM
To: Celestine Jeffreys <Celestine.Jeffreys@greenbaywi.gov>; Eric Genrich <Eric.Genrich@greenbaywi.gov>; Amaad Rivera <Amaad.Rivera@greenbaywi.gov>
Subject: Online Form Submittal: Alders' Petitions and Communications

Alders' Petitions and Communications

Name	Chris Wery
Committee Name	Traffic, Bicycle, and Pedestrian Commission
Text of Communication	Request by Alderman Wery on behalf of neighborhood to install a 3 Way stop at the intersection of Western and Maryhill.

Email not displaying correctly? [View it in your browser.](#)

MEMORANDUM



Department of Public Works | Traffic Division

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

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

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

Date: Friday, October 16, 2020

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

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

Existing Site Conditions

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

Figure 1 – General Location

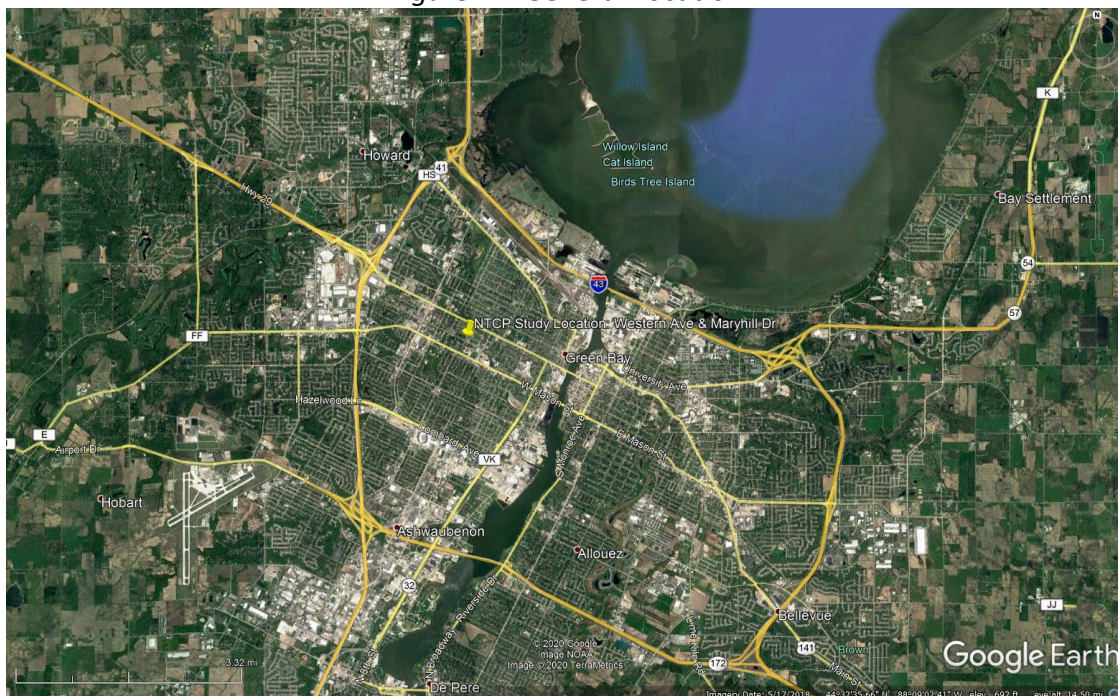


Figure 2a – Neighborhood View

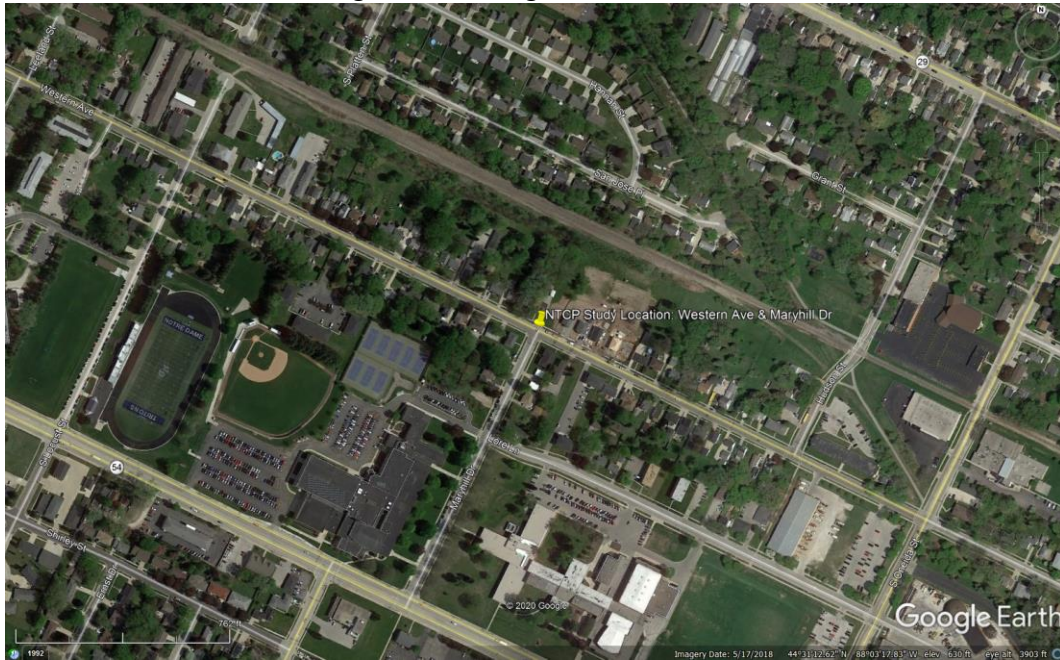


Figure 2b – Neighborhood View



Figure 2c – Neighborhood View

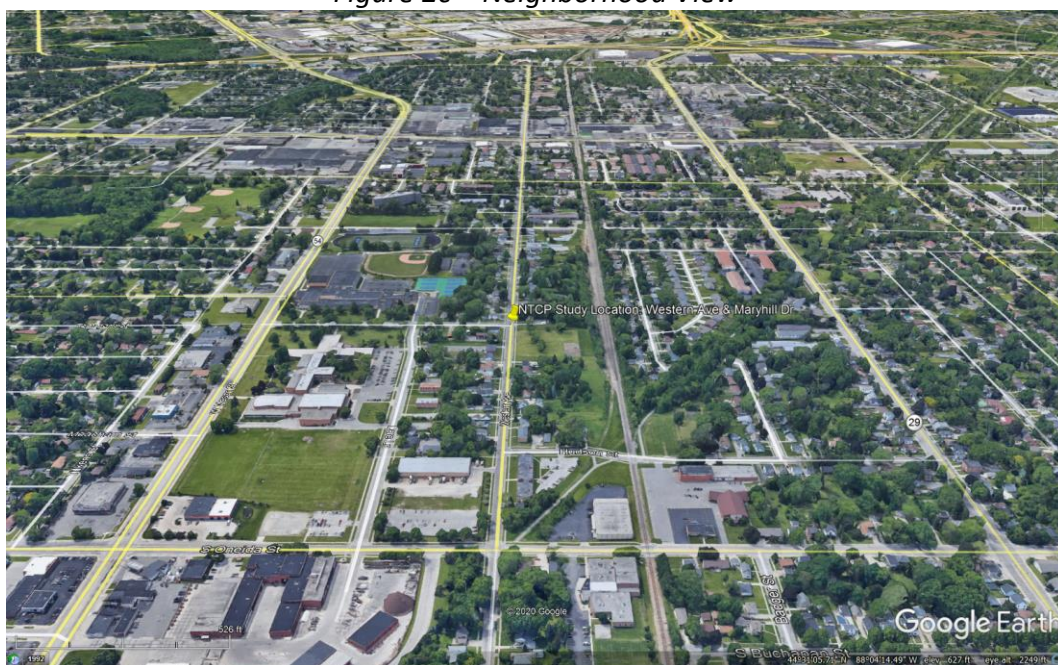
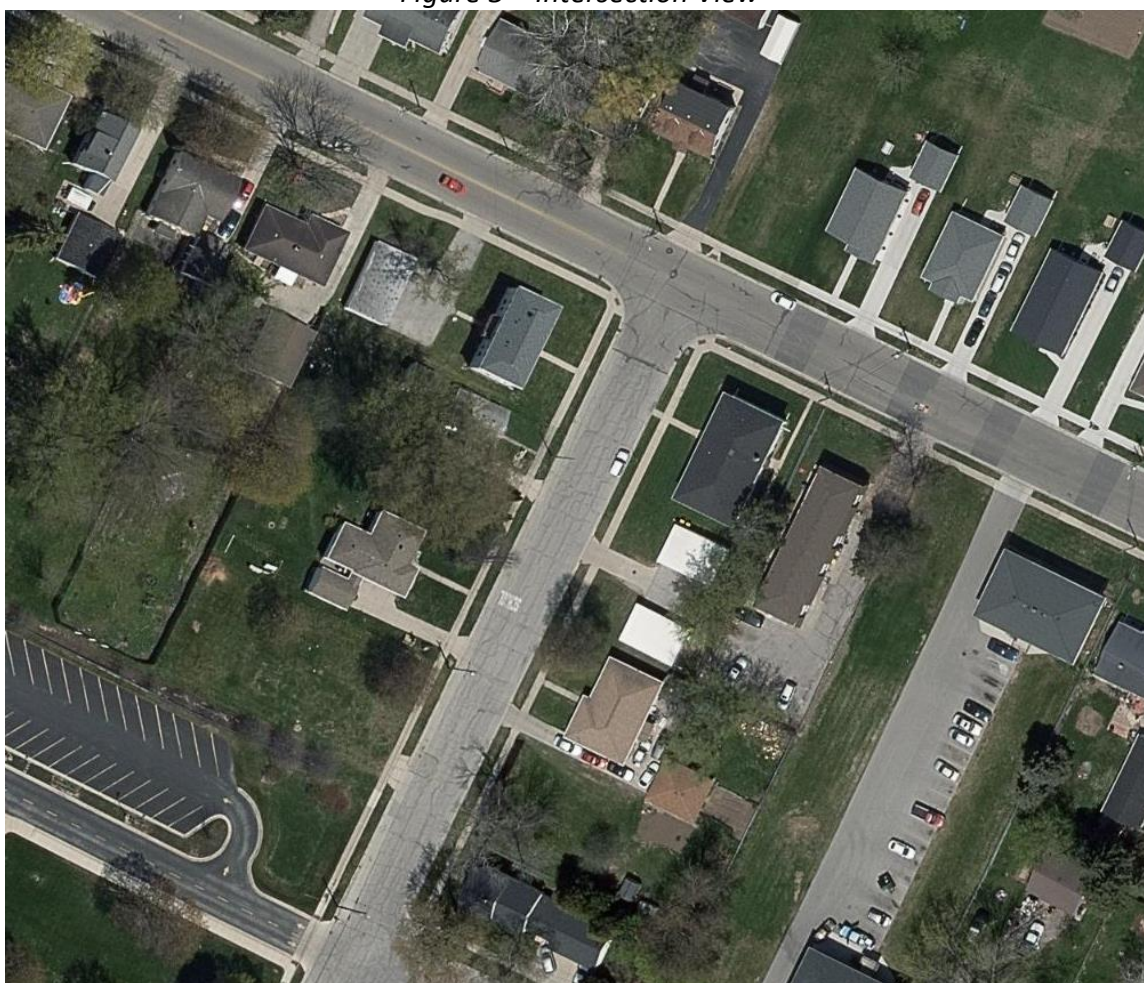


Figure 3 – Intersection View



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

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

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

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

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

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



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



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



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



Crash History

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

Vehicle and Pedestrian Traffic

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

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

Weekday Vehicle Entering Volume Summary

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

Multi-Way Stop Application Warrant Analysis

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

Figure 5 - Multi-Way Stop Application Warrant Analysis

MULTI-WAY STOP SIGN WARRANTS

LOCATION: Western Ave at Maryhill Dr

DATE: Wed Sep 23, 2020

WARRANT
MET ?

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

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

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

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

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

n/a

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

No

Other criteria considered included:

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

Discussion

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

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

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

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

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

vehicular travel times, fuel consumption and increased vehicle emissions

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

Conclusions

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

Recommendations

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



SIGN ASSEMBLY WORK ORDER

City of Green Bay • Department of Public Works • Traffic Division
Revised 09/2011

REQUESTOR INFORMATION

Requestor Name: Tom Shurmon
Department/Division: _____

Date Requested (mm/dd/yy): 10/20/2023
Phone Number: _____

LOCATION

On Street: WESTERN AVE
At Street: _____
Side/Quadrant: N S E W NE NW SE SW

From Street: ONEIDA ST
To Street: FISK ST
Direction Facing: N S E W NE NW SE SW

SIGN DESCRIPTION

- ☒ Regulatory (Non-parking)
☐ Regulatory (Parking)
☐ Warning (Non-construction)

- ☐ Warning (Construction)
☐ Guide
☐ General Service

- ☐ Specific Service
☐ Recreational
☐ School

MUTCD Code: R2-1
Description: 25 MPH SPEED LIMIT

Sheeting Type: _____ Engineer Grade: DG3
Sheeting Color: BLK BLU BRN G O R W Y FYG
Legend Text or Symbol: _____

Size (W" x H"): 24 x 30
Arrows (if any that apply): < > <=>

Legend Color: BLK G R W Y O

ACTIVITY

- ☐ Replace
☒ Install New
☐ Trim Vegetation
☐ Reinstall

- ☐ Straighten Post
☐ Remove
☐ Align
☐ Relocate

- ☐ Adjust V-Loc
☐ Repair Hardware
☐ Other: _____
☐ Notes: _____

REASON

- ☐ Vandalism
☐ Missing
☐ Weather Damage
☐ Construction

- ☐ Knockdown
☐ Faded
☐ Snow Removal Damage
☐ 90-day Trial/Ordinance Change

- ☐ Obstruction
☐ Leaning Post
☐ Unknown
☐ Other: _____

MAP & NOTES



FISK

ONEIDA

WESTERN

SIGN SHOP USE ONLY

Locate #: _____
Completion Date: 10-25-23
Employee Initials: KS/JG

Notes: 2 NEW 25 MPH SPEED LIMIT SIGN IN EACH DIRECTION (AS MARKED IN FIELD) ON EXISTING WPSC POLES



SIGN ASSEMBLY WORK ORDER

City of Green Bay • Department of Public Works • Traffic Division
Revised 09/2011

REQUESTOR INFORMATION

Requestor Name: Tora Schuurmans
Department/Division: _____

Date Requested (mm/dd/yy): 10/20/2023
Phone Number: _____

LOCATION

On Street: WESTERN
At Street: HUTSON
Side/Quadrant: N S E W NE NW SE SW

From Street: _____
To Street: _____
Direction Facing: N S E W NE NW SE SW

SIGN DESCRIPTION

- ☐ Regulatory (Non-parking)
☐ Regulatory (Parking)
☐ Warning (Non-construction)

- ☐ Warning (Construction)
☐ Guide
☐ General Service

- ☐ Specific Service
☐ Recreational
☒ School

MUTCD Code: 51-1 & W16-7P
Description: SCHOOL XING & DOWN ARROW

Sheeting Type: _____ Engineer Grade: DG3
Sheeting Color: BLK BLU BRN G O R W Y FYG
Legend Text or Symbol: _____

Size (W" x H"): _____
Arrows (if any that apply): ← → ↔

Legend Color: BLK G R W Y O

ACTIVITY

- ☐ Replace
☒ Install New
☐ Trim Vegetation
☐ Reinstall

- ☐ Straighten Post
☐ Remove
☐ Align
☐ Relocate

- ☐ Adjust V-Loc
☐ Repair Hardware
☐ Other: _____
☐ Notes: _____

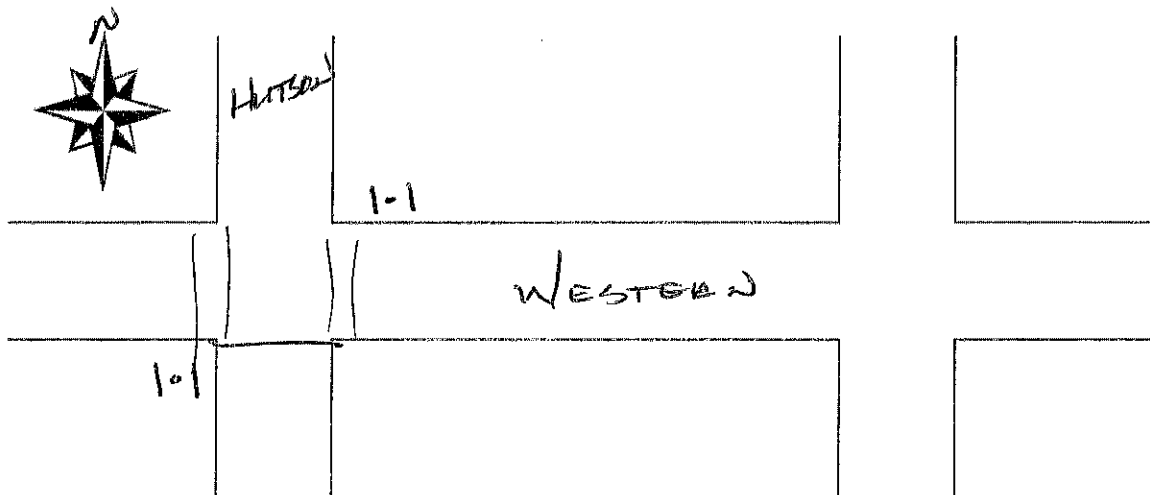
REASON

- ☐ Vandalism
☐ Missing
☐ Weather Damage
☐ Construction

- ☐ Knockdown
☐ Faded
☐ Snow Removal Damage
☐ 90-day Trial/Ordinance Change

- ☐ Obstruction
☐ Leaning Post
☐ Unknown
☐ Other: _____

MAP & NOTES



SIGN SHOP USE ONLY

Locate #: _____
Completion Date: 11-1-23
Employee Initials: J.B. / J.S.

Notes: BACK TO BACK NE & SW CORNERS
CALL A FORESTRY if needed to TRIM
TREE ON SW CORNER



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

MEETING DATE

December 18, 2023

PREPARED BY

AGENDA ITEM # E.5

Initial Request: Consideration with possible action on the request by Department of Public Works that the City enters into an agreement with Proctor & Gamble on request to install a Rectangular Rapid Flashing Beacon (RRFB) system on Quincy Street at Eastman Street. (Ald. Scannell - District 7)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None