



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, MAY 20, 2024, 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, Stephen Larsen, Patrick Sorelle, Dan Teaters, and Patrol Sergeant Sean Hamill.

C. Approval of the Agenda.

- I. Approval of the Monday, May 20, 2024 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

- I. Approval of the Monday, April 15, 2024 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

E. Regular Business.

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

2. *General Business*: Consideration with possible action on a warrant analysis for the intersection of Durham Road and Wiggins Way to determine a need for yield or stop control. (Ald. Grant - District 1)
3. *General Business*: Consideration with possible action on a warrant analysis for the intersection of Durham Road and Paula Street to determine a need for yield or stop control. (Ald. Grant - District 1)
4. *Refer back from Request on April 15, 2024*: Consideration with possible action on the request by Ald. Stevens to amend the existing policy to allow traffic calming measures on collector streets within the City. (Ald. Stevens - District 5)
5. *Refer back from Request on April 15, 2024*: Consideration with possible action on the request by Ald. Stevens to amend the existing policy to include traffic calming measures with all new and reconstructed streets. (Ald. Stevens - District 5)

F. Informational.

1. Next Meeting: Monday, June 17, 2024.

G. Public Hearings.

H. Adjournment.

1. Adjournment of the Monday, May 20, 2024 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, APRIL 15, 2024, 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>

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B. ROLL CALL.

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

Present and Not Voting: Daniel Theno

Present and Voting: Dan Teaters, Kasha Huntowski, Craig Stevens, and Stephen Larsen

Absent: Patrick Sorelle

Others Present: DPW Director Steve Grenier, Administrative Clerk Sheila Petitjean, and Patrol Sergeant Sean Hamill

C. APPROVAL OF THE AGENDA.

- I. Approval of the Monday, April 15, 2024 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Craig Stevens, seconded by Stephen Larsen to approve the Monday, April 15, 2024 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Yes: Craig Stevens, Stephen Larsen, Dan Teaters, and Kasha Huntowski

No: None

Abstain: None

Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

- I. Approval of the Monday, March 18, 2024 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Craig Stevens, seconded by Stephen Larsen to approve the Monday, March 18, 2024 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Yes: Craig Stevens, Stephen Larsen, Kasha Huntowski, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

E. REGULAR BUSINESS.

- I. *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 Craig Stevens, seconded by Kasha Huntowski to receive and place on file the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes: Craig Stevens, Kasha Huntowski, Dan Teaters, and Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

2. *General Business*: Report by the Police Department of the 2024 1st quarter serious injury and fatal crashes. (All Alders)

Moved by Craig Stevens, seconded by Kasha Huntowski to receive and place on file the Report by the Police Department of the 2024 1st quarter serious injury and fatal crashes.

Yes: Craig Stevens, Kasha Huntowski, Stephen Larsen, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

3. *Refer back from Request on March 18, 2024:* Consideration with possible action on the request by Ald. Stevens to amend the existing policy to allow traffic calming measures on collector streets within the City. (Ald. Stevens - District 5)

Moved by Craig Stevens, seconded by Stephen Larsen to refer to staff for study of the request by Ald Stevens to amend the existing policy to allow traffic calming measures on collector streets within the City.

Yes: Craig Stevens, Stephen Larsen, Dan Teaters, and Kasha Huntowski

No: None

Abstain: None

Voice vote. Motion carried.

4. *Refer back from Request on March 18, 2024:* Consideration with possible action on the request by Ald. Stevens to amend the existing policy to include traffic calming measures with all new and reconstructed streets. (Ald. Stevens - District 5)

Moved by Craig Stevens, seconded by Stephen Larsen to refer to staff for study of the request by Ald. Stevens to amend the existing policy to include traffic calming measures with all new and reconstructed streets.

Yes: Craig Stevens, Stephen Larsen, Kasha Huntowski, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

F. INFORMATIONAL.

- I. Next Meeting: Monday, May 20, 2024.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

- I. Adjournment of the Monday, April 15, 2024 Traffic, Bicycle, and Pedestrian Commission meeting.

Moved by Kasha Huntowski, seconded by Stephen Larsen to adjourn the Monday, April 15, 2024 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Kasha Huntowski, Stephen Larsen, Dan Teaters, and Craig Stevens

No: None

Abstain: None

Voice vote. Motion carried.



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

MEETING DATE

May 20, 2024

PREPARED BY

AGENDA ITEM # E.I

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

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 05 TRAFFIC SAFETY PLAN May 2024



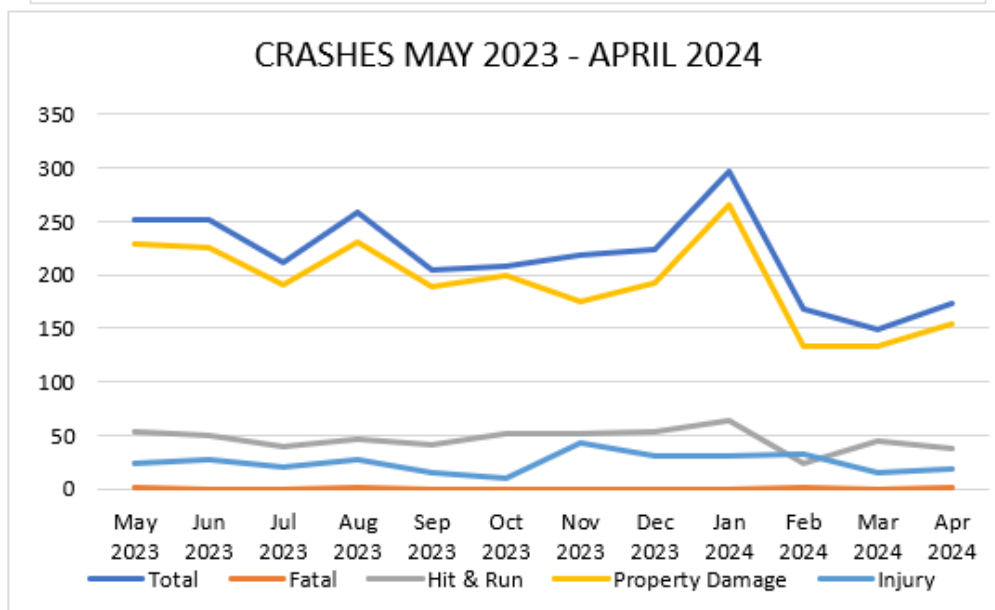
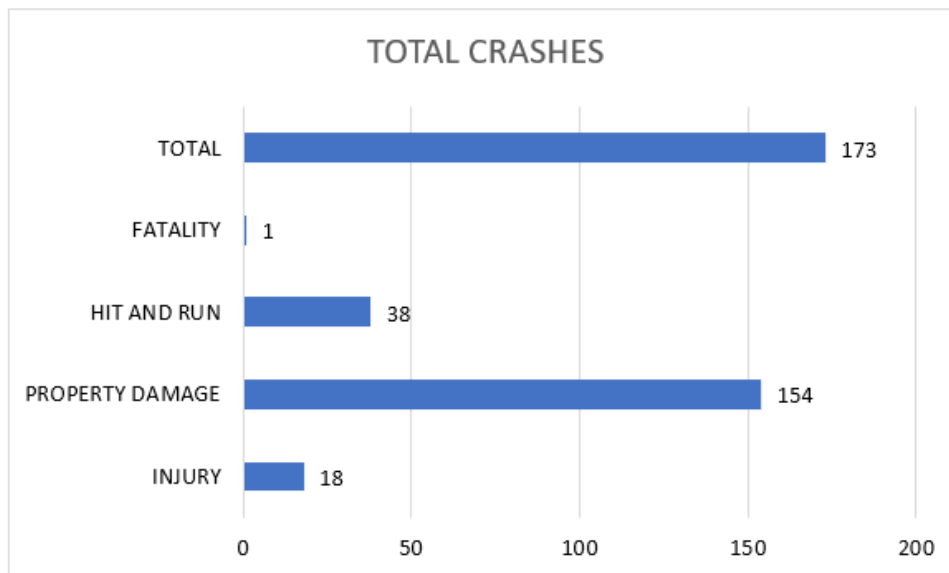
Green Bay Police Department

MAY 2024

Traffic Safety Plan

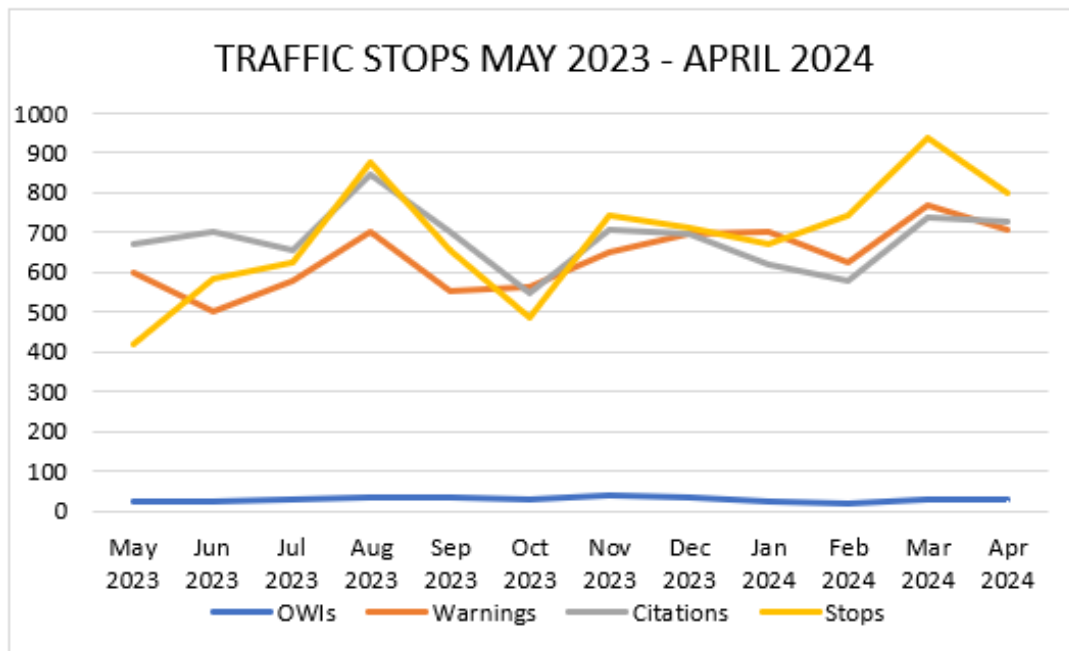
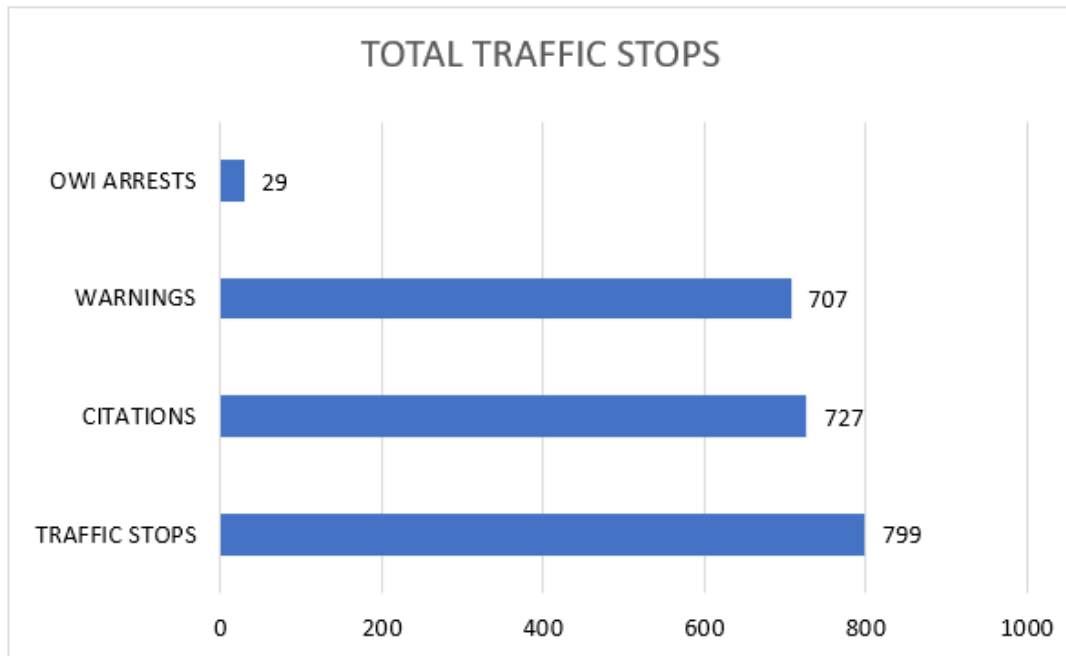
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The police department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the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

APRIL 2024 CRASH DATA



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

APRIL 2024 TRAFFIC STOPS



UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * BROWN COUNTY OWI TASK FORCE— MAY 3, 4, 25, 26
- * BROWN COUNTY SPEED / RECKLESS DRIVING ENFORCEMENT— MAY 1, 5, 15, 24
- * LOCAL ALCOHOL ENFORCEMENT—MAY 5, 11, 17, 18
- * PEDESTRIAN BICYCLE SAFETY ENFORCEMENT—MAY 7, 21
- * CLICK IT OR TICKET SEATBELT ENFORCEMENT—MAY 8, 22

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

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	2600 BLK WEST POINT RD	Speeding
A	HOBART RD	Speeding during evening hours
A	PACKERLAND DR / CORMIER RD	Speeding in construction zone and loud exhaust
B	9TH ST / LIBERTY ST	Stop sign violations
B	CAROLINE ST	Speeding
C	1000-1200 BLK CHICAGO ST	Speeding
C	S IRWIN AV / EMILIE ST	Stop sign violations
C	1400 BLK ELIZA ST	Loud exhaust
D	1800 BLK EASTMAN AV	Reckless driving and loud exhaust
D	1400 BLK HARVEY ST	Speeding
D	1400 BLK DAY ST	Speeding—afternoons and weekends
D	2700- 3400 BLK E MASON ST	Speeding and reckless driving
D	200 BLK LAU ST	Reckless driving and speeding
D	E MASON ST / ERIE RD	Reckless driving—evenings and weekends
D	OAKDALE AV / HUTH ST	Speeding and loud music—weekends
D	S HURON RD / EASTWAY DR	Speeding—afternoons and weekends
D	2400 BLK HILLSIDE LN	Speeding

CINCO DE MAYO—SUNDAY MAY 5, 2024

If you plan on celebrating Cinco De Mayo, remember to celebrate safely! Plan ahead for a sober ride home. There are many options available for sober rides. Follow all rules of the road and be courteous to other drivers.

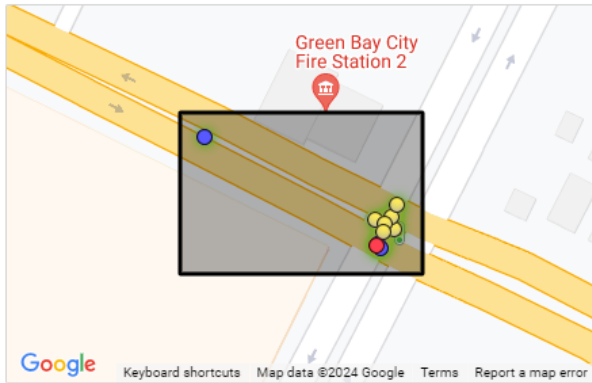
The Green Bay Police Department will have extra patrols deployed from Friday, May 3rd through Sunday, May 5th for OWI, speeding and reckless driving enforcement. Enjoy the holiday weekend—but obey the law for your safety, your passengers' safety, and the safety of other drivers.



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

ENFORCEMENT PRIORITY AREAS

Priority 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 in the next 30 days.



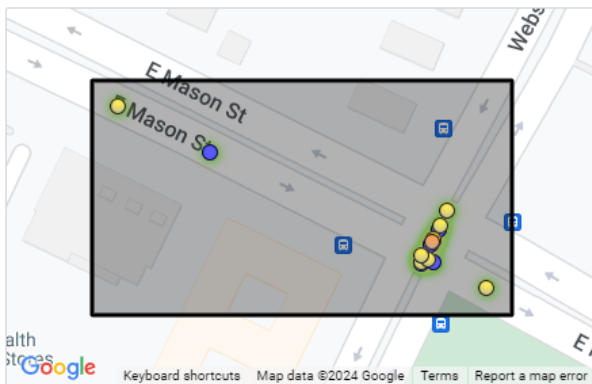
Analysis Area #2: GREEN BAY (C)

Roadway: WEBSTER AVE N

Total Crashes: 11

Contributing Factors:

- Bike (7)
- Motorcycle (7)
- Pedestrian (7)
- Work Zone (7)
- 65+ Driver (4)
- Teen Driver (2)
- Occp Protection (1)



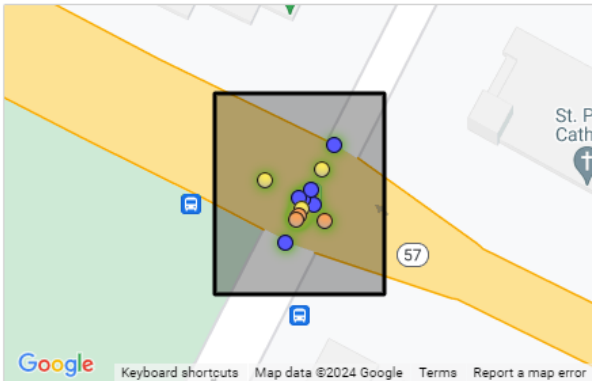
Analysis Area #3: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 16

Contributing Factors:

- Bike (7)
- Motorcycle (6)
- Pedestrian (6)
- Work Zone (6)
- Occp Protection (5)
- Teen Driver (4)
- Speed (2)
- Distracted (1)
- Impaired (1)



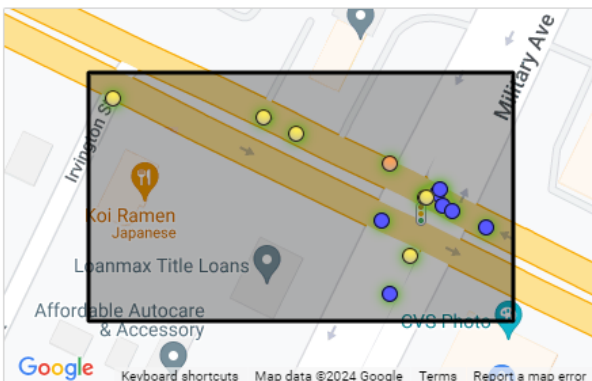
Analysis Area #4: GREEN BAY (C)

Roadway: BAIRD ST N

Total Crashes: 13

Contributing Factors:

- Bike (7)
- Motorcycle (7)
- Pedestrian (7)
- Work Zone (7)
- Teen Driver (4)
- Occp Protection (2)
- Distracted (1)
- Impaired (1)
- 65+ Driver (1)



Analysis Area #5: GREEN BAY (C)

Roadway: 032

Total Crashes: 14

Contributing Factors:

- Bike (7)
- Pedestrian (7)
- Motorcycle (6)
- Work Zone (6)
- Teen Driver (3)
- 65+ Driver (3)
- Impaired (1)
- Occp Protection (1)



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

MEETING DATE

May 20, 2024

PREPARED BY

AGENDA ITEM # E.2

General Business: Consideration with possible action on a warrant analysis for the intersection of Durham Road and Wiggins Way to determine a need for yield or stop control. (Ald. Grant - District I)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 05-20-2024 Dist I to Yield Durham & Wiggins Way

Online Form Submittal: Alders' Petitions and Communications

noreply@civicplus.com <noreply@civicplus.com>

Fri 5/10/2024 3:48 PM

To: Celestine Jeffreys <Celestine.Jeffreys@greenbaywi.gov>; Eric Genrich <Eric.Genrich@greenbaywi.gov>; Amaad Rivera <Amaad.Rivera@greenbaywi.gov>

Alders' Petitions and Communications

Name	Jennifer Grant
Committee Name	Traffic, Bicycle, and Pedestrian Commission
Text of Communication	Consideration with possible action on a warrant analysis for the intersection of Durham Road and Wiggins Way to determine a need for yield or stop control.

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



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

MEETING DATE

May 20, 2024

PREPARED BY

AGENDA ITEM # E.3

General Business: Consideration with possible action on a warrant analysis for the intersection of Durham Road and Paula Street to determine a need for yield or stop control. (Ald. Grant - District I)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 05-20-2024 Dist I Yield at Durham & Paula

Online Form Submittal: Alders' Petitions and Communications

noreply@civicplus.com <noreply@civicplus.com>

Fri 5/10/2024 3:47 PM

To: Celestine Jeffreys <Celestine.Jeffreys@greenbaywi.gov>; Eric Genrich <Eric.Genrich@greenbaywi.gov>; Amaad Rivera <Amaad.Rivera@greenbaywi.gov>

Alders' Petitions and Communications

Name	Jennifer Grant
Committee Name	Traffic, Bicycle, and Pedestrian Commission
Text of Communication	Consideration with possible action on a warrant analysis for the intersection of Durham Road and Paula Street to determine a need for yield or stop control.

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



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

MEETING DATE

May 20, 2024

PREPARED BY

AGENDA ITEM # E.4

Refer back from Request on April 15, 2024: Consideration with possible action on the request by Ald. Stevens to amend the existing policy to allow traffic calming measures on collector streets within the City. (Ald. Stevens - District 5)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 5-20-2024 Report on Traffic Calming Policy Revisions SGrenier



Staff Report on Traffic Calming Policy

Date: May 20, 2024

The City of Green Bay Traffic, Bicycle, and Pedestrian Commission (TBP) has requested that Department of Public Works (DPW) staff revisit the City of Green Bay Neighborhood Traffic Calming policy that was adopted by the Common Council on October 22, 2007. Specifically, DPW staff was asked to revisit the thresholds identified within the policy to determine if they were overly restrictive, propose alternative thresholds if the existing were determine to be overly restrictive, and to consider expanding the program beyond local streets in residential neighborhoods, and to consider implementation of traffic calming on newly constructed streets. To complete these tasks, staff corresponded with Public Works staff from the 15 largest municipalities across the state to obtain information on the traffic calming policies and processes they use to compare to Green Bay's.

The existing policy uses both Stage 1 and Stage 2 traffic calming measures. The Stage 1 measures identified in the policy include driver feedback signs (radar speed trailers), traffic enforcement actions conducted by Green Bay Police Department (GBPD) and potential traffic signing and marking modifications. If Stage 1 measures do not yield positive results, the street can be considered for Stage 2 improvements. Stage 2 improvements include speed humps, speed tables, traffic circles, curb extensions, chokers, chicanes, islands, mid-block raised medians, channelization, and other street modifications that will physically alter the roadway geometrics.

Once a street being considered for traffic calming moves into Stage 2 consideration, a study is completed. The study will gather data and assign point values to each criterion being evaluated. These criteria are the "thresholds" for consideration. The criteria considered are:

- Average Daily Traffic Volume
- Speed Data
- Reportable Crash History
- Proximity to Elementary, Middle and High Schools
- Proximity to Other High Pedestrian Traffic Generation
- Location Along an Established School Walk Route
- Location Along a Designated Bicycle Route
- Time on List for Consideration
- Street Already In Capital Improvement Program for Resurfacing/Reconstruction

EVALUATION OF CITY OF GREEN BAY THRESHOLDS

Green Bay's criteria and threshold ranking process is very consistent with other programs across Wisconsin. Of the 15 municipalities surveyed, 5 have formal policies including thresholds. The cities of Milwaukee, Racine, and West Allis limit only consider Stage 2 measures, primarily speed humps, and the criteria for implementation are largely dependent upon vehicle speed and volume measures only. West Allis does make an allowance for additional qualitative assessment by their Engineering staff to supplement the speed and volume data.

The cities of La Crosse and Wauwatosa have threshold scoring systems with the same categories and relative weighting systems to Green Bay. It became readily apparent that La Crosse and Wauwatosa were used as a model in developing the Green Bay policy. Staff has reviewed the thresholds themselves in comparison to other municipalities and finds that the thresholds are not overly restrictive. Staff would be open to some modification of the minimum score needed to qualify for traffic calming to be considered for any given street or segment.

APPLICABILITY TO TRAFFIC CALMING BASED UPON ROAD CLASSIFICATION

A second consideration that staff was asked to evaluate was expanding traffic calming to other than local neighborhood (local) streets. Most municipalities similarly limit traffic calming, especially Stage 2 efforts, to local streets. However, it must be noted that most municipalities traffic calming policies are significantly dated, as is Green Bay's, and may not reflect changes to driver behavior in the last 10 plus years. Traffic calming measures that were seen as revolutionary more than 10 years ago are often considered commonplace and more widely accepted now.

In general, streets within the City are considered local (residential), collector, or arterial. Local streets provide the first level of access primarily to residential areas. These are the leaves on a tree. Local streets get you into or out of your home. Local streets feed to collector streets. These collector streets typically have straighter orientation and function similarly to the branches of the tree. The collector streets combine the traffic from several homes or neighborhoods and direct them to the most efficient way from an origin to a destination. The collectors connect to arterials, which function like a larger branch or trunk of the tree. The arterial is the most direct and efficient way to get from one location to another.

Traffic calming in the sense that we are using in this report is not applicable to arterial streets. In fact, traffic calming is very much in conflict with the intent and purpose of an arterial. Well regulated and managed traffic is still a goal for arterials, but intentional measures made to impact driver behavior to slow speeds to the degree traffic calming anticipates is inefficient for through volume, which is the intent of the arterial.

Local streets are the best fit for Stage 2 traffic calming. Relatively low speeds, lower traffic volumes, narrower cross sections, and pedestrian/bicycle density are all characteristics of local roads that can become more user-friendly through proper application of traffic calming.

The collector street, lying between the local street and the arterial, deserves more consideration than our current policy provides. Not all Stage 2 traffic calming measures would function well on collector streets, but several Stage 1 measures might yield significant benefits. Driver feedback signage, select conversion of 4 lane facilities to 2 or 3 lane facilities with bike lanes, and visually narrowing roadways could prove effective and could be implemented to both provide traffic calming as well increase multi-modal opportunities across the city. Enhanced pedestrian crossing accommodations, including high-visibility crosswalks and protected pedestrian crossing controls, such as Rectangular Rapid Flashing Beacons (RRFB) or HAWK signals can be implemented to allow for safer pedestrian movement across collector level street.

USE OF TRAFFIC CALMING ON NEWLY CONSTRUCTED STREETS

Traffic calming, by its nature, is inherently reactive. Traffic calming is usually completed in response to a perceived issue, such as speed or safety. However, design considerations can be made at the time that new streets are constructed that set a tone for the area. Stage 2 control strategies such as chokers, mid-block median islands, intersection bump-outs and chicanes can be designed in at the beginning to provide slower traffic speeds in residential neighborhoods and deter unwanted cut-through traffic. Revisions to the traffic calming policy can be made to recommend that developers consider use of these measures, in addition to potentially using curved streets instead of grid patterns, but they cannot be mandated.

RECOMMENDATIONS

Staff recommends revising the City's Neighborhood Traffic Calming Policy to provide for the following:

1. Make the City's Neighborhood Traffic Calming Policy to be a City Traffic Calming Policy, allowing for Stage 1 traffic calming measures to be implemented on collector streets, subject to engineering review and approval by the Department of Public Works.
2. Encourage the use of Stage 2 traffic calming measures in new residential subdivisions to increase multi-modality and decrease traffic impact.
3. Retain the existing thresholds used to considering retrofitting Stage 2 traffic calming measures into existing local streets, but consider re-evaluating the necessary minimum score requirement for approval of the measure.



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

MEETING DATE

May 20, 2024

PREPARED BY

AGENDA ITEM # E.5

Refer back from Request on April 15, 2024: Consideration with possible action on the request by Ald. Stevens to amend the existing policy to include traffic calming measures with all new and reconstructed streets. (Ald. Stevens - District 5)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 5-20-2024 Report on Traffic Calming Policy Revisions SGrenier



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The collector street, lying between the local street and the arterial, deserves more consideration than our current policy provides. Not all Stage 2 traffic calming measures would function well on collector streets, but several Stage 1 measures might yield significant benefits. Driver feedback signage, select conversion of 4 lane facilities to 2 or 3 lane facilities with bike lanes, and visually narrowing roadways could prove effective and could be implemented to both provide traffic calming as well increase multi-modal opportunities across the city. Enhanced pedestrian crossing accommodations, including high-visibility crosswalks and protected pedestrian crossing controls, such as Rectangular Rapid Flashing Beacons (RRFB) or HAWK signals can be implemented to allow for safer pedestrian movement across collector level street.

USE OF TRAFFIC CALMING ON NEWLY CONSTRUCTED STREETS

Traffic calming, by its nature, is inherently reactive. Traffic calming is usually completed in response to a perceived issue, such as speed or safety. However, design considerations can be made at the time that new streets are constructed that set a tone for the area. Stage 2 control strategies such as chokers, mid-block median islands, intersection bump-outs and chicanes can be designed in at the beginning to provide slower traffic speeds in residential neighborhoods and deter unwanted cut-through traffic. Revisions to the traffic calming policy can be made to recommend that developers consider use of these measures, in addition to potentially using curved streets instead of grid patterns, but they cannot be mandated.

RECOMMENDATIONS

Staff recommends revising the City's Neighborhood Traffic Calming Policy to provide for the following:

1. Make the City's Neighborhood Traffic Calming Policy to be a City Traffic Calming Policy, allowing for Stage 1 traffic calming measures to be implemented on collector streets, subject to engineering review and approval by the Department of Public Works.
2. Encourage the use of Stage 2 traffic calming measures in new residential subdivisions to increase multi-modality and decrease traffic impact.
3. Retain the existing thresholds used to considering retrofitting Stage 2 traffic calming measures into existing local streets, but consider re-evaluating the necessary minimum score requirement for approval of the measure.