AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, AUGUST 19, 2024, 5:00 PM
In person at City Hall, Room 310.
Virtual attendance also available via Zoom.

A. Zoom Meeting Information.

1. 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.

1. 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.

1. Approval of the Monday, August 19, 2024 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

1. Approval of the Monday, July 15, 2024 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

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)

2. *Initial Request:* Consideration with possible action on the request by Traffic Division to remove the NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Bond Street, south side, from a point 150 feet east of Westplain Drive to a point 100 feet west of Westplain Drive. (Ald. Delie - District 10)

3. *Initial Request:* Consideration with possible action on the request by Traffic Division to remove the NO PARKING 7:00 AM TO 4:00 PM SCHOOL DAYS restriction on Bond Street, north side, from a point 207 feet east of Westplain Drive to a point 93 feet west of Westplain Drive. (Ald. Delie - District 10)

4. *Initial Request:* Consideration with possible action on the request by Traffic Division to remove the NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Oakland Avenue, west side, from Third Street to a point 317 feet south of Third Street. (Ald. Johnson - District 9)

5. *Initial Request:* Consideration with possible action on the request by Traffic Division to remove the NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Third Street, south side, from Oakland Avenue to Greenwood Avenue. (Ald. Johnson - District 9)

6. *Referred Back from Initial Request on May 15, 2023:* Consideration with possible action on the request by Ald. Galvin to change the 2-WAY STOP condition on Irwin Avenue at Eliza Street to a 4-WAY STOP condition. (Ald. Galvin - District 4)

7. *Referred Back from Request on May 20, 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)

8. *Referred Back from Request on May 20, 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)

F. Informational.

1. Next Meeting: Monday, September 16, 2024.

G. Public Hearings.

H. Adjournment.

1. Adjournment of the Monday, August 19, 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.

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

MEETING DATE	PREPARED BY
August 19, 2024	

AGENDA ITEM # E.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)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 08 TRAFFIC SAFETY PLAN August 2024

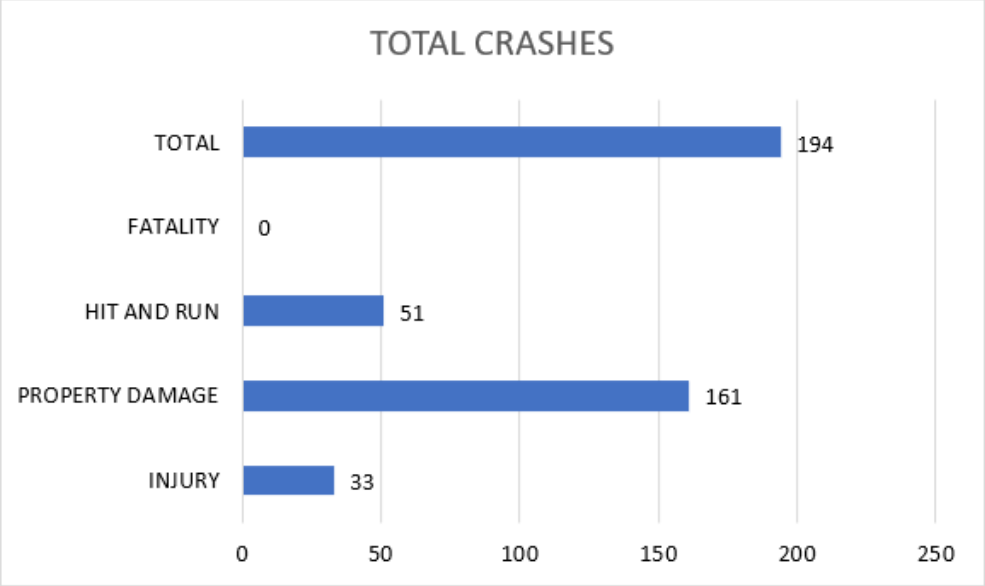
Green Bay Police Department

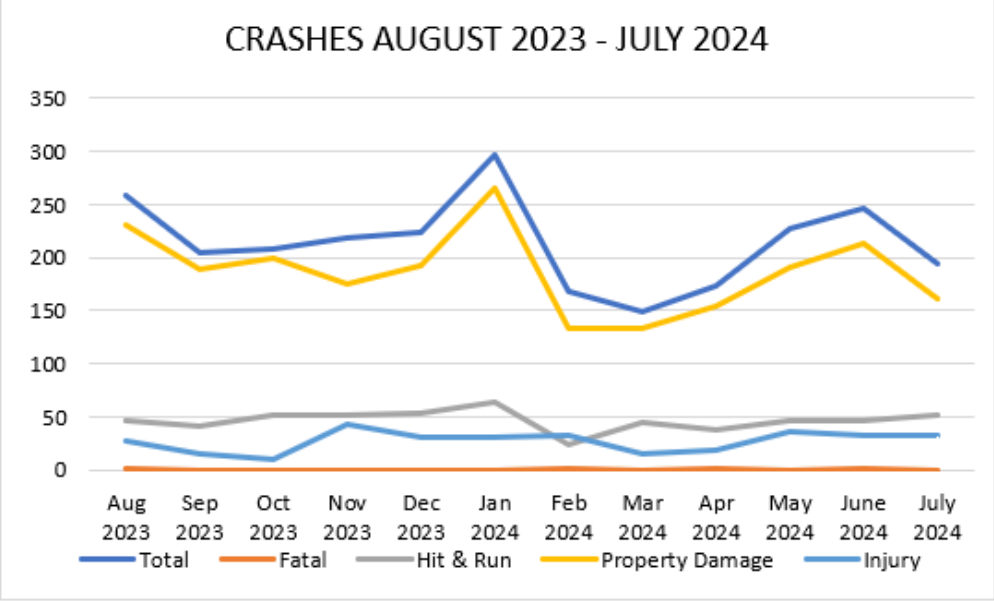
AUGUST 2024

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.

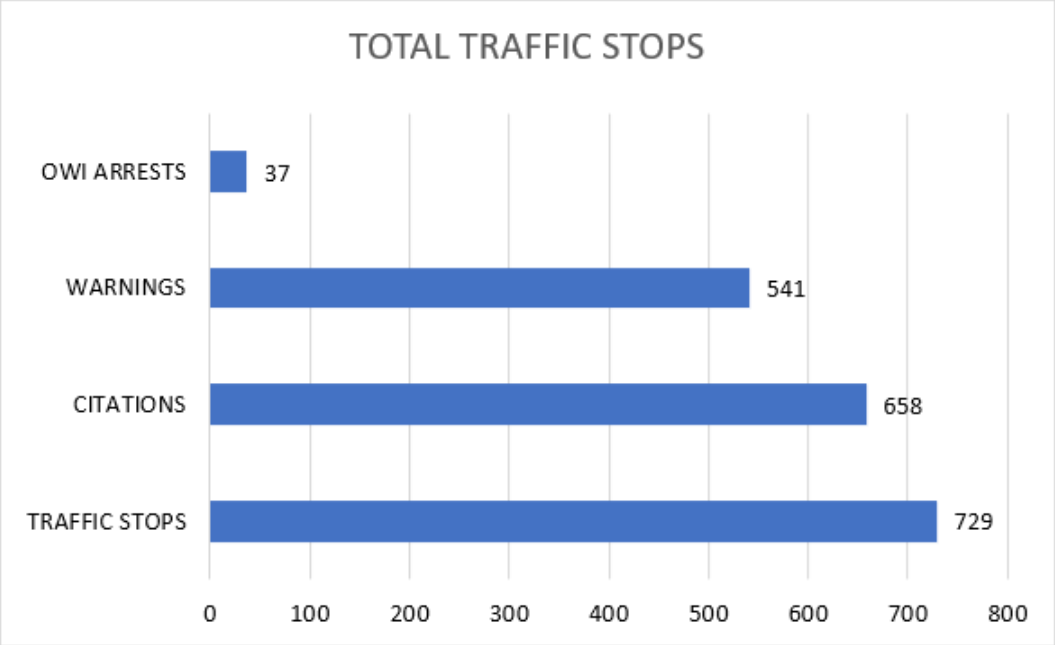
JULY 2024 CRASH DATA

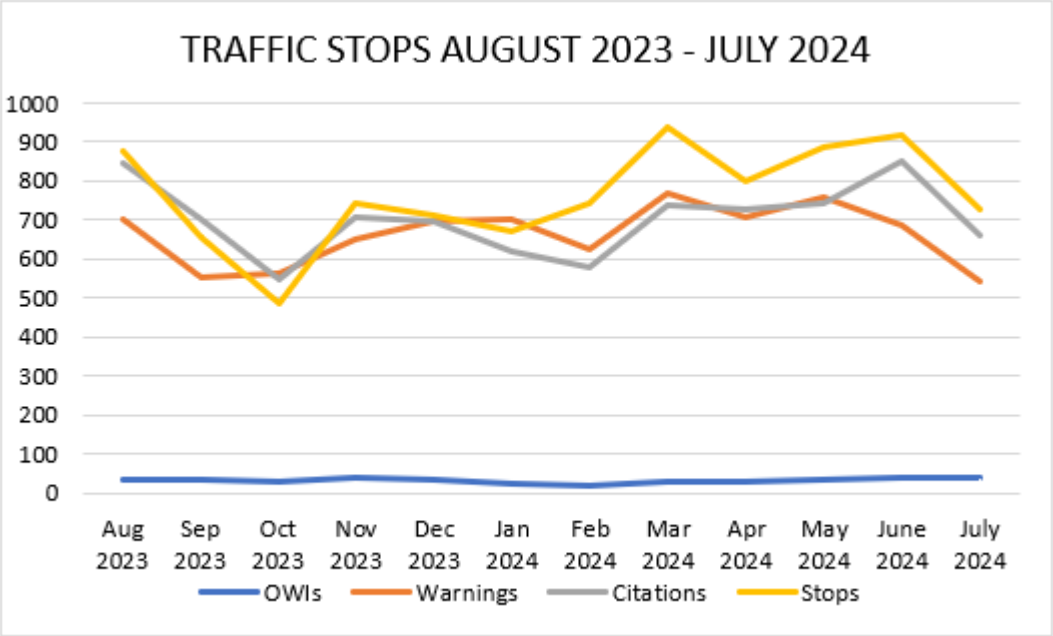




GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

JULY 2024 TRAFFIC STOPS





UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

* BROWN COUNTY OWI TASK FORCE— August 3, 10, 17, and 23
* DOWNTOWN SPEED / RECKLESS DRIVING ENFORCEMENT— August 2, 3, 9, 10, 16, 17, 23, 24, 30, and 31
* BROWN COUNTY SPEED / RECKLESS DRIVING ENFORCEMENT—August 6, 13, 20, and 30
* LOCAL ALCOHOL ENFORCEMENT—August 2, 9, 16, 24, 30, and 31
* PEDESTRIAN BICYCLE SAFETY ENFORCEMENT—August 7, 14, and 22
* CLICK IT OR TICKET SEATBELT ENFORCEMENT—August 8 and 15

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	2600-2700 BLKS WEST POINT RD	Speeding
A/B	1100 BLK S ONEIDA ST	Loud exhaust
B	MARQUETTE AV / ST PAUL ST	Loud music from vehicles
B	GROSS AV / LIBERTY ST	Speeding
B	900 BLK S NORWOOD AV	Speeding and Reckless driving
B	800 BLK 9TH ST	Speeding
B	LIBERTY ST / S NORWOOD AV	Traffic violations
D	DEBRA LN / ABRAMS ST	Speeding and Stop sign violations
D	500 BLK ACME ST	Engine braking
D	200 BLK WINDWARD RD	Loud exhaust and Speeding
D	VAN CASTER RD / HUMBOLDT RD	Speeding
D	ENGLEWOOD RD	Loud music from vehicles

Stop on Red Week—August 4 to August 10 from the National Coalition for Safer Roads

Stop on Red Week began in 1995 by the Federal Highway Administration to remind drivers the risks of not stopping at red lights and to reduce the number and severity of vehicle crashes. Road safety is everyone's responsibility. Drivers can do their part by **ALWAYS STOPPING ON RED**—saving a small amount of time is not worth the risk and encouraging others to do the same.

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: 10

Contributing Factors:

- 65+ Driver (4)
- Teen Driver (2)
- Bike (1)
- Pedestrian (1)
- Occp Protection (1)
- Winter Road (1)

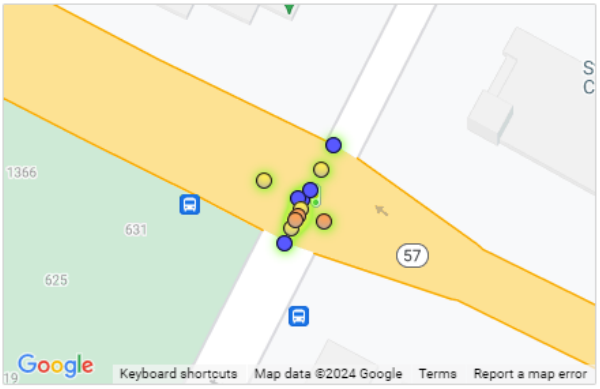
Analysis Area #3: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 16

Contributing Factors:

- Occp Protection (4)
- Teen Driver (4)
- Bike (2)
- Hit & Run (2)
- Speed (2)
- Impaired (1)
- Distracted (1)
- 65+ Driver (1)
- Winter Road (1)



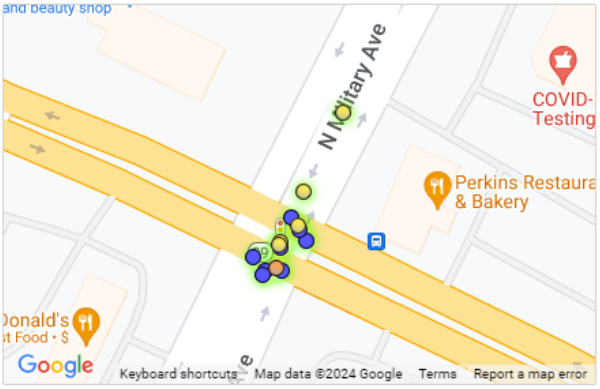
Analysis Area #4: GREEN BAY (C)

Roadway: BAIRD ST N

Total Crashes: 13

Contributing Factors:

- Teen Driver (4)
- Hit & Run (2)
- Occp Protection (2)
- Impaired (1)
- Distracted (1)
- 65+ Driver (1)



Analysis Area #5: GREEN BAY (C)

Roadway: 029

Total Crashes: 14

Contributing Factors:

- Hit & Run (2)
- Pedestrian (2)
- 65+ Driver (2)
- Bike (1)
- Motorcycle (1)
- Occp Protection (1)
- Impaired (1)
- Teen Driver (1)
- Winter Road (1)

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

MEETING DATE	PREPARED BY
August 19, 2024	

AGENDA ITEM # E.2

Initial Request: Consideration with possible action on the request by Traffic Division to remove the NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Bond Street, south side, from a point 150 feet east of Westplain Drive to a point 100 feet west of Westplain Drive. (Ald. Delie - District 10)

BACKGROUND

Result of Helen Keller school closing

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None

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

MEETING DATE	PREPARED BY
August 19, 2024	

AGENDA ITEM # E.3

Initial Request: Consideration with possible action on the request by Traffic Division to remove the NO PARKING 7:00 AM TO 4:00 PM SCHOOL DAYS restriction on Bond Street, north side, from a point 207 feet east of Westplain Drive to a point 93 feet west of Westplain Drive. (Ald. Delie - District 10)

BACKGROUND

Result of Helen Keller school closing

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None

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

MEETING DATE	PREPARED BY
August 19, 2024	

AGENDA ITEM # E.4

Initial Request: Consideration with possible action on the request by Traffic Division to remove the NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Oakland Avenue, west side, from Third Street to a point 317 feet south of Third Street. (Ald. Johnson - District 9)

BACKGROUND

Result of Tank school closing

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None

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

MEETING DATE	PREPARED BY
August 19, 2024	

AGENDA ITEM # E.5

Initial Request: Consideration with possible action on the request by Traffic Division to remove the NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Third Street, south side, from Oakland Avenue to Greenwood Avenue. (Ald. Johnson - District 9)

BACKGROUND

Result of Tank school closing

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None

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

MEETING DATE	PREPARED BY
August 19, 2024	

AGENDA ITEM # E.6

Referred Back from Initial Request on May 15, 2023: Consideration with possible action on the request by Ald. Galvin to change the 2-WAY STOP condition on Irwin Avenue at Eliza Street to a 4-WAY STOP condition. (Ald. Galvin - District 4)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 08-19-2024 Irwin & Eliza Supporting documents
2. 8-19-2024 Irwin & Eliza Resident Handout

MEMORANDUM

Department of Public Works | Traffic Division

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

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

Re: **All-Way Stop Control Warrant Analysis, Porlier St at S Irwin Ave**

Date: Tue Aug 18, 2015

This memorandum serves as my response to the Traffic Commission request by Ald. Tim De Wane to consider establishing a 4-WAY STOP condition at South Irwin Avenue and Porlier Street. (Ald. Tim De Wane – District 4). This memo will be presented at the Mon Aug 24, 2015 Traffic Commission meeting.

Existing Site Conditions

The intersection of Porlier St and S Irwin Ave is located on the east side of the City of Green Bay, in Aldermanic District 4 (Ald. Tim De Wane). See Figure 1 for General Location, Figure 2 for a neighborhood image, and Figure 3 for detailed images of the intersection.

Figure 1 – General Location

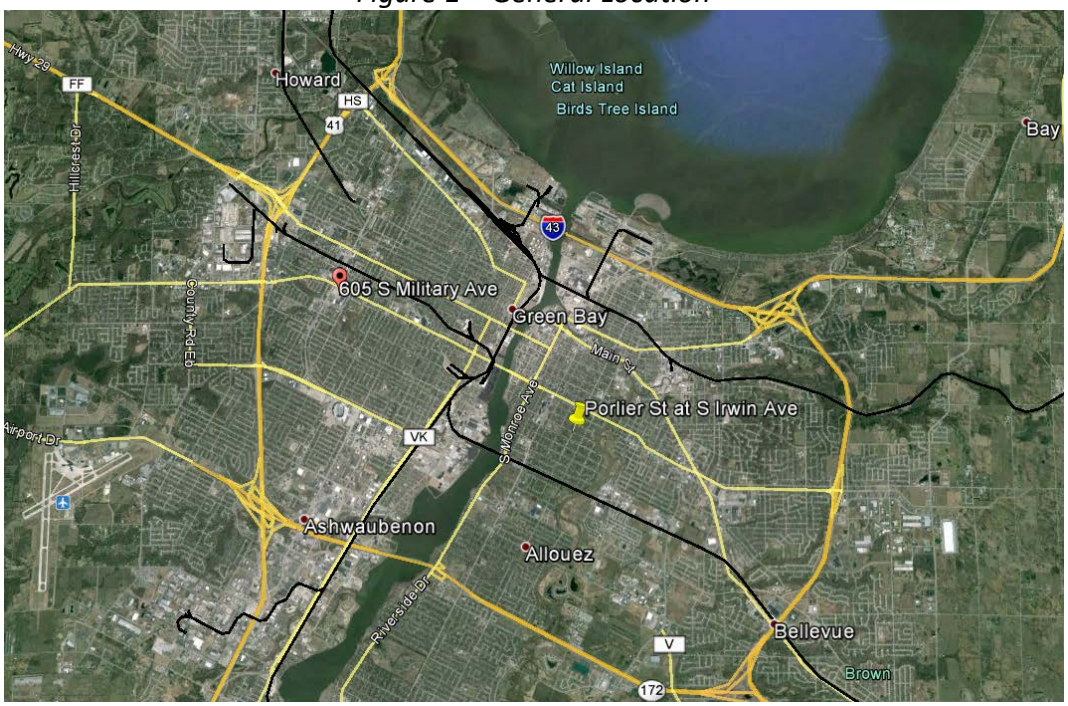


Figure 2 – Neighborhood View

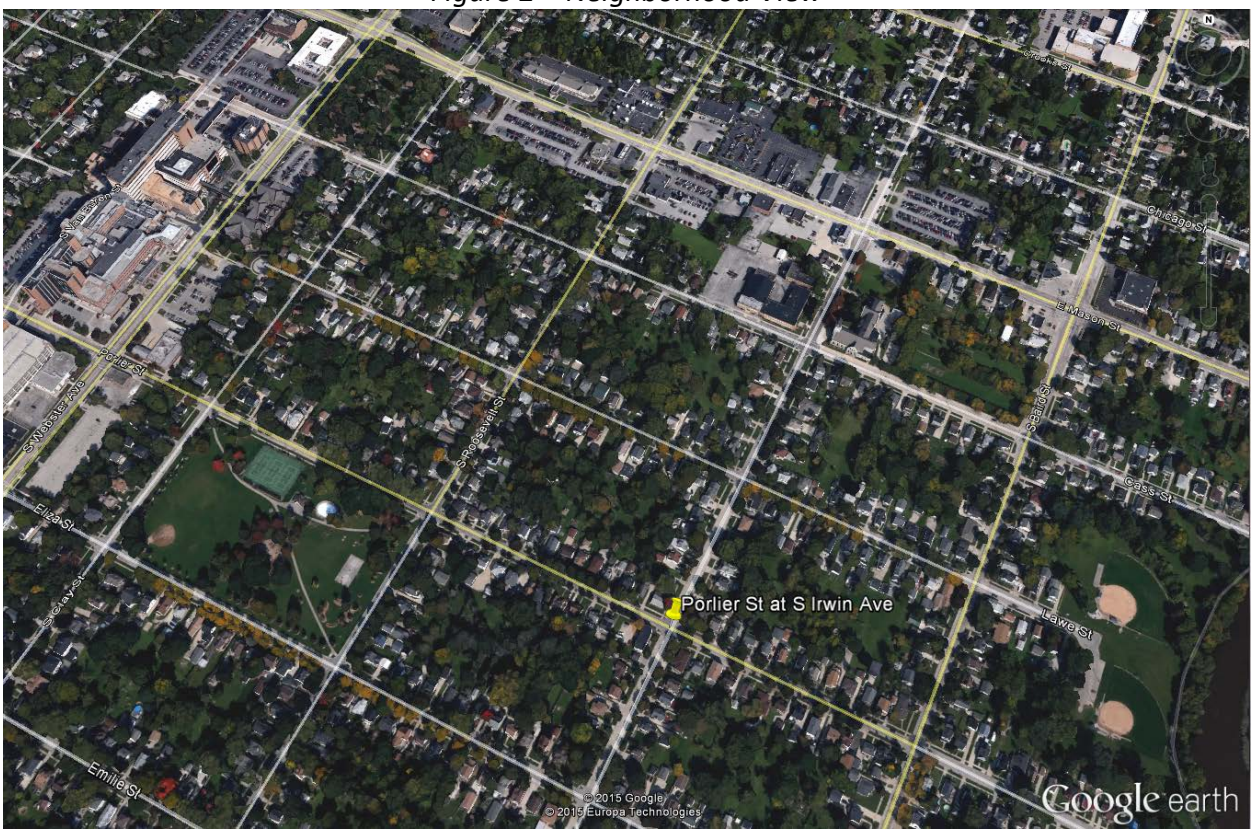


Figure 3 – Intersection Views

Porlier St is an urban residential collector street with an asphaltic concrete surface and consists of 1 travel lane in each direction and 1 parking lane on the S side of the street. Clear roadway width is 30 ft. The posted speed limit is 25 mph. Sidewalk exists along both sides of Porlier St with unmarked crosswalks at S Irwin Ave. Street lighting exists along Porlier St through the intersection.

S Irwin Ave is an urban residential collector street with a concrete 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 S Irwin Ave with unmarked crosswalks at Porlier St. Street lighting exists along S Irwin Ave through the intersection.

The intersection operates under 2-way STOP condition; S Irwin Ave traffic stops for Porlier St traffic. Two blocks north of the intersection is a multi-way STOP condition at Cass St. One block west of the intersection is a multi-way STOP condition at Roosevelt St. The remainders of the neighborhood residential intersections are either 2-WAY STOP or YIELD conditions.

Stopping sight distance (SSD) for both streets is 155 ft based on the posted speed limit of 25 mph. In-field SSD is more than the minimum required. No Green Bay Metro Transit bus routes or stops exist near the intersection. Sidewalk and curb ramps exist on all corners of the intersection. No STOP AHEAD warning signs exist approaching the intersection. See Figures 4 through 7 for photos of the intersection.

Figure 4a – Eastbound Porlier St approaching S Irwin Ave (Motorist View)

Figure 4b – Eastbound Porlier St at S Irwin Ave looking N (Motorist View)

Figure 4c – Eastbound Porlier St at S Irwin Ave looking S (Motorist View)

Figure 5a – Westbound Porlier St approaching S Irwin Ave (Motorist View)

Figure 5b – Westbound Porlier St at S Irwin Ave looking N (Motorist View)

Figure 5c – Westbound Porlier St at S Irwin Ave looking S (Motorist View)

Figure 6a – Northbound S Irwin Ave approaching Porlier St (Motorist View)

Figure 6b – Northbound S Irwin Ave at Porlier St looking E (Motorist View)

Figure 6c – Northbound S Irwin Ave at Porlier St looking W (Motorist View)

Figure 7a – Southbound S Irwin Ave approaching Porlier St (Motorist View)

Figure 7b – Southbound S Irwin Ave at Porlier St looking E (Motorist View)

Figure 7c – Southbound S Irwin Ave at Porlier St looking W (Motorist View)

Crash History

One crash per year has occurred at the intersection from 2011-2015. No crash history before 2011 was found. 3 of the 5 crashes involved snow-packed or icy road conditions.

Vehicle and Pedestrian Traffic

A summary of weekday vehicle volumes collected from Tue Aug 4 through Fri Aug 7, 2015 is noted in Table 1. Volumes shown are the averages of Monday through Friday volumes. No pedestrian or bike counts were collected.

Table 1 –Weekday Vehicle Volume Summary, Porlier St at S Irwin Ave

Weekday Vehicle Volume Summary									
Major Street:		Porlier St		Eastbound & Westbound					
Minor Street:		Irwin Ave		Northbound & Southbound					
Start Date:		Tue Aug 4, 2015							
End Date:		Fri Aug 7, 2015							
TIME									EB + WB
FROM	TO	NB	SB	EB	WB	NB + SB	EB + WB	TOTAL	RANK
12:00 AM	1:00 AM	1	2	4	3	3	7	10	
1:00 AM	2:00 AM	1	2	3	3	3	6	9	
2:00 AM	3:00 AM	0	1	1	1	1	2	3	
3:00 AM	4:00 AM	0	0	0	1	0	1	1	
4:00 AM	5:00 AM	2	1	1	2	3	3	6	
5:00 AM	6:00 AM	1	1	7	10	2	17	19	
6:00 AM	7:00 AM	2	6	12	36	8	48	56	
7:00 AM	8:00 AM	8	8	23	38	16	61	77	7
8:00 AM	9:00 AM	6	12	24	24	18	48	66	
9:00 AM	10:00 AM	7	12	27	21	19	48	67	
10:00 AM	11:00 AM	6	10	29	22	16	51	67	
11:00 AM	12:00 PM	12	13	32	25	25	57	82	8
12:00 PM	1:00 PM	10	12	42	26	22	68	90	4
1:00 PM	2:00 PM	7	12	37	29	19	66	85	6
2:00 PM	3:00 PM	8	20	41	26	28	67	95	5
3:00 PM	4:00 PM	9	15	58	26	24	84	108	3
4:00 PM	5:00 PM	10	18	69	26	28	95	123	1
5:00 PM	6:00 PM	9	20	58	28	29	86	115	2
6:00 PM	7:00 PM	11	12	36	21	23	57	80	
7:00 PM	8:00 PM	7	11	31	16	18	47	65	
8:00 PM	9:00 PM	8	11	27	15	19	42	61	
9:00 PM	10:00 PM	6	5	17	13	11	30	41	
10:00 PM	11:00 PM	5	3	12	8	8	20	28	
11:00 PM	12:00 AM	1	3	6	6	4	12	16	
TOTAL		137	210	597	426	347	1023	1370	

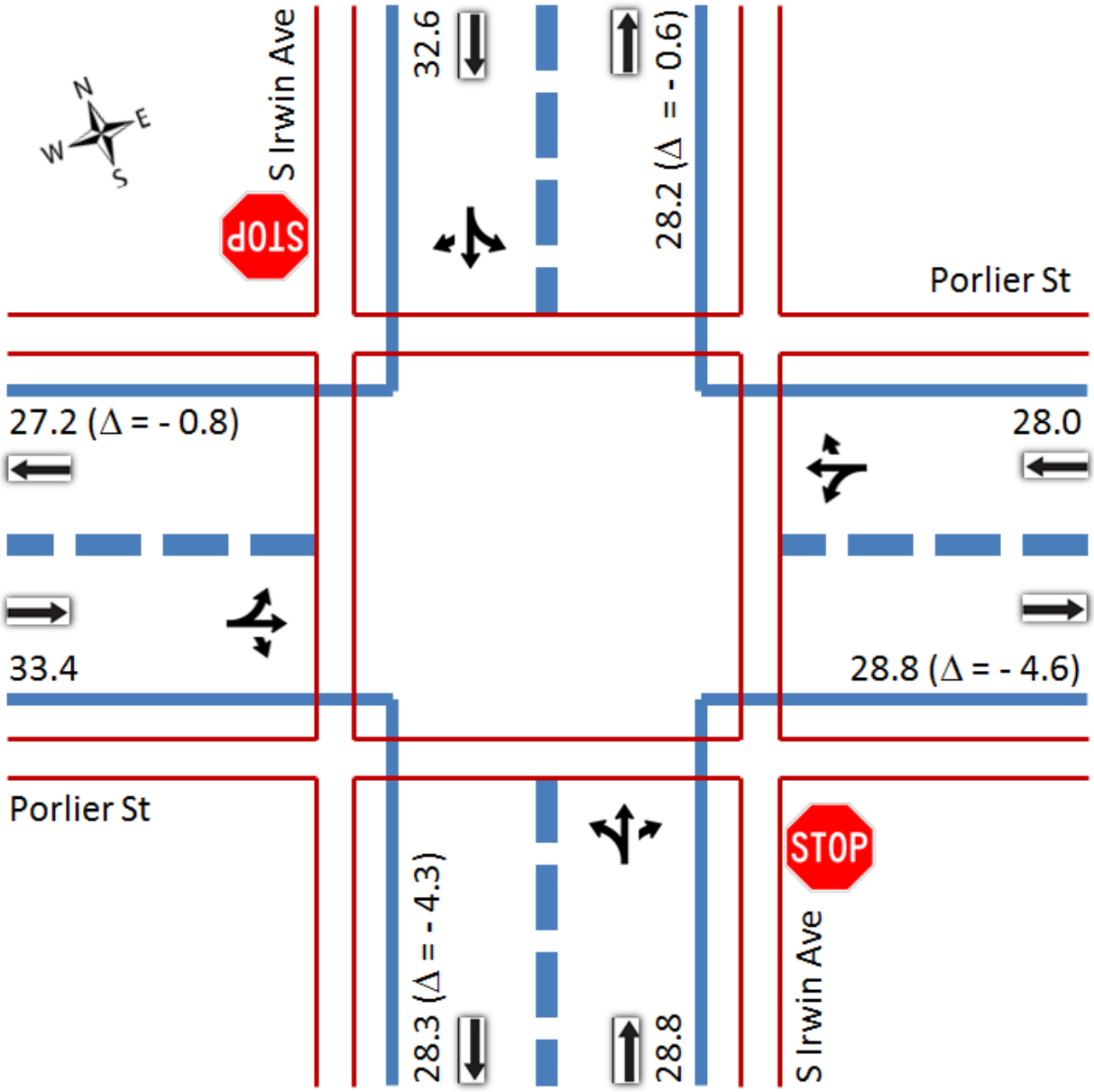
Vehicle Speeds

Speed data was also collected during the count. The posted speed limit is 25 mph on all approaches. The 85th% speeds in both directions are summarized below:

- West of the intersection (no stop control) is 31 mph
- East of the intersection (no stop control) is 29 mph
- North of the intersection (approaching stop control) is 30 mph
- South of the intersection (approaching stop control) is 29 mph

A more detailed summary of the entrance and exit approach speeds and resultant changes in speed after motorists pass the intersection are summarized in Figure 8.

Figure 8 - Speed Summary



Multi-Way Stop Application Warrant Analysis

A multi-way STOP application study for the intersection can be found in Figure 9. All warrants as defined in the current edition of the State and Federal Manual on Uniform Traffic Control Devices (MUTCD) were evaluated.

Figure 9 - Multi-Way Stop Application Warrant Analysis

LOCATION: Porlier St at S Irwin Ave DATE: Tue Aug 4 - Sun Aug 9, 2015

	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?	No
(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	95	300	240	no
2	5:00 PM	86	300	240	no
3	3:00 PM	84	300	240	no
4	12:00 PM	68	300	240	no
5	2:00 PM	67	300	240	no
6	1:00 PM	66	300	240	no
7	7:00 AM	61	300	240	no
8	11:00 AM	57	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	28	200	160	no
2	5:00 PM	29	200	160	no
3	3:00 PM	24	200	160	no
4	12:00 PM	22	200	160	no
5	2:00 PM	28	200	160	no
6	1:00 PM	19	200	160	no
7	7:00 AM	16	200	160	no
8	11:00 AM	25	200	160	no

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

No

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

No

Discussion

Only 1 crash occurred where a multi-way STOP condition may have prevented the crash. However, adding STOP conditions increases the probability of a motorist sliding through a STOP condition when similar road conditions exist. And as noted previously, 3 of the 5 crashes involved snow-packed or icy road conditions. Introduction of additional stop approaches also increases rear-end crashes, of which no crashes of that type have occured at this intersection.

Based on the speed data, there is little difference in the 85th percentile speeds for traffic approaching a stop condition, leaving a stop condition, or having no control restrictions. More specifically, the speed reduction varied from 0.8 to 4.6 mph with no control, and 0.6 to 4.3 with STOP control. Although STOP signs are not to be installed for speed control purposes, it is evident from this speed data that the presence of a STOP condition did not have a greater impact of increasing or decreasing motorists speeds as compared to having no STOP signs. Although the difference is small, having STOP signs may have increased speeds post STOP condition.

The warrant analysis showed that an ALL-WAY STOP condition is not warranted. I advise the Traffic Commission not to install an unwarranted multiway STOP condition at this intersection. For reasons why, I refer to a comprehensive study conducted by W. Martin Bretherton Jr., P.E. (Georgia), a member of the Institute of Transportation Engineers (ITE), 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.

Recommendations

My recommendations are:

1. To maintain the existing 2-WAY STOP control (S Irwin Ave stops for Porlier St)

2. For the Police Department to enforce speeds on Porlier St near S Irwin Ave, particularly in the eastbound and southbound directions approaching the intersection where 85th% speeds were above 32 mph

Porlier Street at Irwin Avenue
August 2015

ASWC Warrant Criteria

MUTCD No WisDOT No

MUTCD

Met?	Criteria
No	A. Is a signal justified? No
No	B. # of crashes in a 12 month period that can be corrected by multi-way stop control: 0
No	C. Minimum Volumes

1. Major road approach volume (total of both) at least 300 vph for min 8 hours?
2. Combined ped, bike, and veh volume on minor approach (total of both) at least 200 units per hour for the same 8 hours as criteria C-1?
3. If the 85th percentile speed on the major road exceeds 40 mph, may use 70% of the values in C-1 and C-2

Major Street 85th percentile mph: NA

Time Period	From	To	Major Road: Both App.	Minor Road: Both App. (VPH)	C-1 (70%)	C-2 (70%)	Both Met?	D (80%)		Both Met?
1	6:00	7:00	56	48	No	No	No	No	No	No
2	7:00	8:00	77	61	No	No	No	No	No	No
3	8:00	9:00	66	48	No	No	No	No	No	No
4	9:00	10:00	67	48	No	No	No	No	No	No
5	10:00	11:00	67	51	No	No	No	No	No	No
6	11:00	12:00	82	57	No	No	No	No	No	No
7	12:00	13:00	90	68	No	No	No	No	No	No
8	13:00	14:00	85	66	No	No	No	No	No	No
9	14:00	15:00	95	67	No	No	No	No	No	No
10	15:00	16:00	108	84	No	No	No	No	No	No
11	16:00	17:00	123	95	No	No	No	No	No	No
12	17:00	18:00	115	86	No	No	No	No	No	No
13	18:00	19:00	80	57	No	No	No	No	No	No
14	19:00	20:00	65	47	No	No	No	No	No	No
15	20:00	21:00	61	42	No	No	No	No	No	No
16	21:00	22:00	41	30	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
No	1 **Functional Highway Classification**

Approach	Classification
1: (SB)	Local Road
2: (WB)	Minor Collector
3: (NB)	Local Road
4: (EB)	Minor Collector

No 2 **Average Daily Traffic**

Approach	AADT
Minor 1	137
Minor 2	210
Major 1	597
Major 2	426

No 3 **Crash History**
# of crashes in a 12 month period that can be corrected by multi-way stop control: 0
Expected to significantly reduce the overall severity of future crashes? No

4 **Alternatives**
Refer to TGM 13-26-5 Section D.

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

6 **Right Turn Inclusion**
Refer to WisDOT TSDM 2-3-2

MUTCD

Section 2B.07 Multi-Way Stop Applications

Support:

1 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist.
Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop.
Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

2 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

3 The decision to install multi-way stop control should be based on an engineering study.

4 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*

B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*

C. *Minimum volumes:*

1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

5 Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

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; and

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.

WisDOT TGM 13-26-5

1 WisDOT maintains statutory approval authority for any stop controls implemented on Connecting STHs

2 WisDOT has maintained a philosophy that emphasizes minimal use of AWSC as a permanent traffic control method.
This philosophy is based on the concept of maintaining mobility by allowing traffic to "free-flow" as much as possible.
Also, all STHs in Wisconsin are statutorily designated as "through" highways, and typically should not be stopped without strong justification.
AWSC should be considered only after other less restrictive options have been evaluated and determined not to be feasible.

Evaluation Criteria

All criteria in MUTCD 2B.07, both guidance and optional, **shall** be considered when evaluating whether AWSC is an appropriate method control.
In addition, the following supplemental criteria **shall** also be considered:

1 Functional Highway Classification -
There are five levels of functional highway classes used by WisDOT: principal arterial, minor arterial, major collector, minor collector, and local road. For desirable AWSC, the intersecting roadways *should* have the same or similar (one level of difference) functional class on at least three approaches.

2 Average Daily Traffic (ADT) -
For AWSC, it is highly desirable for the intersecting roadways to have closely balanced ADTs on at least three approaches. Closely balanced ADTs would be considered as the volume of at least one of the minor roadway approaches (stop controlled on a 2-way stop) being not less than 70% of the higher volume of the two approaches on the major roadway (through STH)

3 Crash History -
AWSC *should* be considered if it is expected to correct a significant number of intersection crashes that have occurred in the last 5 years, and/or expected to significantly reduce the overall severity of future crashes from what previously occurred. AWSC, while typically reducing severe right angle crashes, *may* increase less severe rear-end crashes.

4 Alternatives -
Improvement alternatives that are less restrictive than AWSC **shall** be considered and evaluated. Refer to TGM 13-26-5 Section D.

5 Mobility Impact -
Evaluate the ramifications of stopping the existing "through" STH, including the average vehicle delay and queue length. Perform an AWSC capacity analysis and compare it to the existing two-way stop control capacity analysis. Will the high-volume of existing "through" STH traffic experience significant delays for the benefit of reducing delays for a low-volume side street?

6 Right turn inclusion -
Similar to signal warrant evaluation, the inclusion of right turns from the minor approach(es) in the AWSC warrant analysis *should* be evaluated. See WisDOT Traffic Signal Design Manual (TSDM) 2-3-2

MULTI-WAY STOP SIGN WARRANTS

LOCATION: Porlier St at S Irwin Ave DATE: Tue Aug 4 - Sun Aug 9, 2015

	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?	No
(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	95	300	240	no
2	5:00 PM	86	300	240	no
3	3:00 PM	84	300	240	no
4	12:00 PM	68	300	240	no
5	2:00 PM	67	300	240	no
6	1:00 PM	66	300	240	no
7	7:00 AM	61	300	240	no
8	11:00 AM	57	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	28	200	160	no
2	5:00 PM	29	200	160	no
3	3:00 PM	24	200	160	no
4	12:00 PM	22	200	160	no
5	2:00 PM	28	200	160	no
6	1:00 PM	19	200	160	no
7	7:00 AM	16	200	160	no
8	11:00 AM	25	200	160	no

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

No

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

No

RECOMMENDATION:

MAINTAIN THE EXISTING 2-WAY STOP CONTROL (S IRWIN AVE STOPS FOR PORLIER ST)

WISCONSIN MOTOR VEHICLE CRASH REPORT

GREEN BAY POLICE DEPARTMENT
307 SOUTH ADAMS STREET
GREEN BAY, WI 54301
(920) 448-3200

04L0TT97TJ

Document Number Override	Primary Crash Document #	Agency Crash Number	Investigating Officer/Deputy
		23-266222	**OFFICER MICHAEL ENGLEBERT**

Crash Date	Crash Time	Date Arrived	Time Arrived
12/04/2023	**08:01 AM**	**12/04/2023**	**08:05 AM**

Date Notified	Time Notified	Total Units	Total Injured	Total Killed
12/04/2023	**08:02 AM**	**02**	**01**	**00**

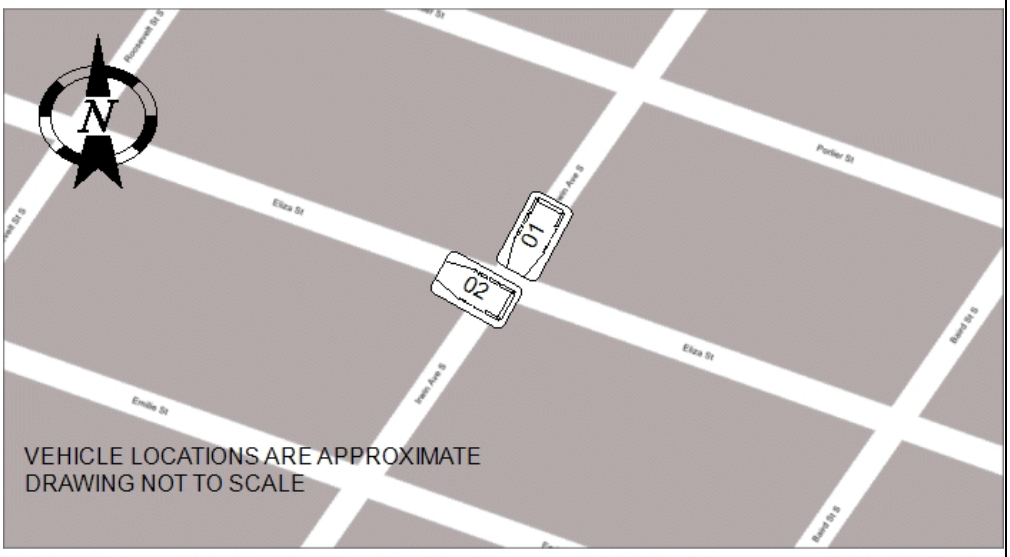
☐ On Emergency	☐ Hit and Run	☐ Lane Closure	☐ Work Zone	☐ Trailer or Towed	☐ Reporting Threshold

☐ Government Property	☐ Active School Zone	School Bus Related	Tags
		NO	

☑ Reportable	Crash Type	☐ Amended	☐ Secondary Crash
	DT4000 (STANDARD CRASH)		

Description

Diagram



Reconstruction By

Photos By

Additional Information
NONE

☑ **I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.**

UNIT 1 TRAVELING SOUTHBOUND ON IRWIN ST DID NOT COME TO A COMPLETE STOP AT THE STOP SIGN AT INTERSECTION OF ELIZA ST. UNIT 1 PULLED INTO THE INTERSECTION SOUTHBOUND STRIKING UNIT 2 TRAVELING WESTBOUND CAUSING AN ACCIDENT. UNIT 2 DID NOT HAVE A STOP SIGN AND HAD THE RIGHT OF WAY. UNIT 2 WAS STRUCK IN THE PASSENGER REAR SIDE CAUSING IT SPIN AND HIT A POLE ON THE DRIVER SIDE REAR THEN GO UP ONTO A CURB AND THE FRONT END HIT A TREE. UNIT 2 SUSTAINED DISABLING DAMAGE, TOWED, AND POSSIBLE INJURIES NO CITATIONS. UNIT 1 SUSTAINED FRONT END DAMAGE, NO INJURIES, NOT TOWED, ISSUED CITATIONS FOR FAILURE TO STOP AT STOP SIGN, NO INSURANCE, WARNING FOR DRIVING TOO FAST FOR CONDITIONS.

WISCONSIN MOTOR VEHICLE CRASH REPORT

GREEN BAY POLICE DEPARTMENT
307 SOUTH ADAMS STREET
GREEN BAY, WI 54301
(920) 448-3200

Location

INTERSECTION ON ELIZA ST AT IRWIN AVE S IN THE CITY OF GREEN BAY IN BROWN COUNTY	Latitude **44.496276812**	Longitude **-88.005725652**
	X Coordinate **420041.90625**	Y Coordinate **4927487.5**
	Structure Type **NO STRUCTURE**	

Crash Scene

First Harmful Event **MOTOR VEH IN TRANSPORT**	First Harmful Event Location **ON ROADWAY**	
Manner of Collision **01**	Light Condition **DAYLIGHT**	
Road Surface Condition(s) **SNOW, ICE**	Roadway Factor(s)	
Environment Factor(s) **WEATHER CONDITIONS**	**NONE**	
Weather Condition(s) **CLEAR**		
Animal Type	Relation To Trafficway **TRAFFICWAY - ON ROAD**	
Crash Classification - Location **PUBLIC PROPERTY**	Crash Classification - Jurisdiction **OTHER**	
Tribal Land	Access Control **NO CONTROL**	Special Study

Within Interchange Area	Junction Location	Intersection Type
NO	**INTERSECTION**	**FOUR-WAY INTERSECTION**

Unit Summary

UNIT 01

Unit Status **IN TRANSIT**		Vehicle Operating As Classification **D CLASS**		Unit Type **AUTOMOBILE**
Vehicle Type **PASSENGER VAN**				Operating As Endorsements
Total Occs **1**	Train/Bus # Recorded	Total # Citations Issued **2**	Total Trailers **0**	Total HazMat Types **0**
Insurance? **NO**	Direction Of Travel **SOUTHBOUND**	☐ **Pre CrashTire Mark**	Speed Limit **25**	Total Lanes **2**
Most Harmful Event: Collision With **MOTOR VEH IN TRANSPORT**		Special Function **NO SPECIAL FUNCTION**		Emergency Motor Vehicle Use **NOT APPLICABLE**
Traffic Way **TWO-WAY, NOT DIVIDED**		Traffic Control **STOP SIGN**		Traffic Control Inoperative/Missing **NO**
Surface Type **CONCRETE**		Road Curvature **STRAIGHT**		Road Grade **LEVEL**
Truck Bus or HazMat **NO**				

UNIT 01 VEHICLE 01

Vehicle

License Plate Number **APH3910**	Plate Type **AUT - AUTOMOBILE**	St **WI**	Country of Issuance **UNITED STATES**
Vehicle Identification Number **5GAKVCKD2EJ105959**	Make **BUICK**	Year **2014**	Model **ENCLAVE**
Color **MAR - MAROON (BURGUNDY)**	Body Style **UT - SPORT UTILITY VEHICLE**		Bus Use
Initial Contact Point **12**	Vehicle Damage **01,11,12**		
Extent Of Damage **MINOR DAMAGE**			

WISCONSIN MOTOR VEHICLE CRASH REPORT

GREEN BAY POLICE DEPARTMENT
307 SOUTH ADAMS STREET
GREEN BAY, WI 54301
(920) 448-3200

UNIT 01 — INDIVIDUAL 001

Prior Action

Action

Action Other | To/From School

Drug & Alcohol

Suspected Alcohol Use	Suspected Drug Use
NO	NO

Alcohol Test Given	Alcohol Test Type	Alcohol Test Results
TEST NOT GIVEN		

Drug Test Given	Drug Test Type	Drug Test Results
TEST NOT GIVEN		

Drug Type

Individual Condition

APPEARED NORMAL

Violations

	UTC Number	Issue To?	Statute Number	Description
01	B1755845	001	344.62(1)	OPERATE MOTOR VEHICLE W/O INSURANCE
02	B1755846	001	346.46(1)	FAIL/STOP AT STOP SIGN

Unit Summary

UNIT 02

Unit Status	Vehicle Operating As Classification	Unit Type
IN TRANSIT	D CLASS	AUTOMOBILE

Vehicle Type	Operating As Endorsements
PASSENGER VAN	

Total Occs	Train/Bus # Recorded	Total # Citations Issued	Total Trailers	Total HazMat Types
1		0	0	0

Insurance?	Direction Of Travel	Pre CrashTire Mark	Speed Limit	Total Lanes
YES	WESTBOUND	☐	25	2

Most Harmful Event: Collision With	Special Function	Emergency Motor Vehicle Use
MOTOR VEH IN TRANSPORT	NO SPECIAL FUNCTION	NOT APPLICABLE

Traffic Way	Traffic Control	Traffic Control Inoperative/Missing
TWO-WAY, NOT DIVIDED	NO CONTROL	NO

Surface Type	Road Curvature	Road Grade
CONCRETE	STRAIGHT	LEVEL

Truck Bus or HazMat: NO

Vehicle

UNIT 02 — VEHICLE 02

License Plate Number	Plate Type	St	Country of Issuance
47861DS	DIS - DISABLED	WI	UNITED STATES

Vehicle Identification Number	Make	Year	Model
1GNFG15M3W1060064	CHEVROLET	1998	EXPRESS G1

Color	Body Style	Bus Use
MAR - MAROON (BURGUNDY)	VN - VAN	

Initial Contact Point: 04

WISCONSIN MOTOR VEHICLE CRASH REPORT

GREEN BAY POLICE DEPARTMENT
307 SOUTH ADAMS STREET
GREEN BAY, WI 54301
(920) 448-3200

UNIT 02 — INDIVIDUAL 002

Distracted By

Distracted By Source: **NOT APPLICABLE (NOT DISTRACTED)**

Distracted By Action: **NOT DISTRACTED**

Non Motorist

Striking Unit #:

Location:

Prior Action:

Action:

Action Other:

To/From School:

Drug & Alcohol

Suspected Alcohol Use: **NO**

Suspected Drug Use: **NO**

Alcohol Test Given: **TEST NOT GIVEN**

Alcohol Test Type:

Alcohol Test Results:

Drug Test Given: **TEST NOT GIVEN**

Drug Test Type:

Drug Test Results:

Drug Type:

Individual Condition: **APPEARED NORMAL**

change.org

Congratulations on starting your petition!

Take steps to strengthen it.

Protect our vulnerable neighbors: Put a

stop sign at Irwin and Eliza!

Started July 27, 2024
Petition to Green Bay Traffic, Bicycle, and Pedestrian Commission

160
Signatures

200
Next Goal

57 people signed this week

Share this petition

Why this petition matters

Started by **Jon Shelton**

Media Inquiries

Dan Johnson, who lives at 1003 S. Irwin Ave., is the sole care-taker for his deaf and blind adult son named Ricky.[1] Ricky is a fully-grown adult, and without being able to see or hear, requires a good deal of physical support to cross Eliza St, in order to be able to walk in the Astor Park neighborhood. Ricky also suffers from debilitating arthritis, and he is only able to walk very slowly.

The crosswalk, Eliza and Irwin, does not have a four-way stop, and for several years Dan has been working with his alder, Bill Galvin, to get the city to put in a four-way stop.

Unfortunately, Steve Grenier, Director of Public Works, asserts that people will actually drive more aggressively if a four-way stop is there. He also believes it is not Public Works' responsibility to ensure people with special needs can cross the street safely, and that it is Dan's responsibility to work with law enforcement, without a four-way stop, to ensure his son can cross the street safely even if vehicles refuse to slow down.[2]

Recently, Ricky fell when Dan attempted to hurry him from the path of a speeding car.

Our city deserves more for our residents. Green Bay citizens don't believe that we should just force the most vulnerable among us to fend for themselves, and Grenier's approach is out of line with Green Bay values.

There have also been a number of accidents at this intersection over the years—most recently in October 2023. At least one resulted in bodily injury. The safety of everyone who uses this intersection is at risk because of speeding and reckless driving, including young children and the elderly in the neighborhood. Not putting up a stop sign at this intersection opens up the city to serious liability.

As Dan's neighbors, we stand with him and our special needs community, and we ask you, as members of the Green Bay Traffic, Bicycle, and Pedestrian Commission to stand with him, too, by voting to put in a four way stop sign at the corner of Irwin and Eliza.

[1] "Ricky" is a pseudonym to protect the privacy of Dan's son. Dan is not a pseudonym.
[2] All of this occurred in a phone call with Astor Park resident Jon Shelton on Jul. 15, 2024.

Share this petition in person or use the QR code for your own material.

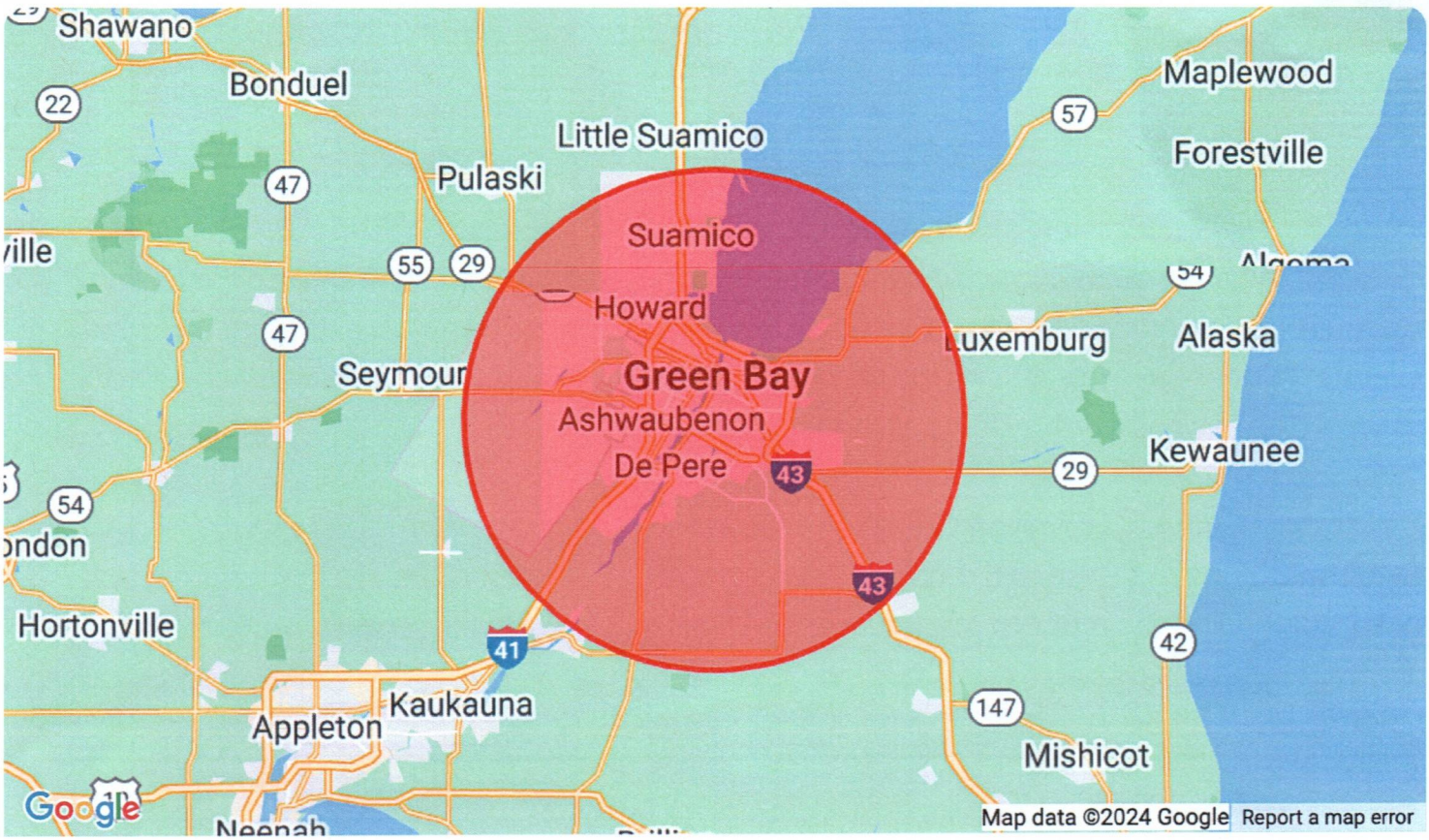
Download QR Code

Report a policy violation

Media Resources

Are you a member of the media looking to cover this petition?
Reach out for available actions.

Supporter Map



60% of supporters come from this area.
Top zip code(s) with the most supporters: 54301, 54313, 54302

Decision Makers

Green Bay Traffic, Bicycle, and Pedestrian Commission

petition_signatures_jobs_490151048_20240817222350

Name	City	State	Postal Code	Country	Signed On
Jon Shelton	Green Bay	WI		US	2024-07-27
Dan Johnson	Green Bay	WI	54301	US	2024-08-02
Michael Draney	Green Bay	WI	54311	US	2024-08-02
Eric Gabrielson	Green Bay	WI	54313	US	2024-08-05
Marina Delbecchi	Green Bay	WI	54302	US	2024-08-05
Linda Kline	Green Bay	WI	54301	US	2024-08-05
Heidi Fagre	Green Bay	WI	54301	US	2024-08-05
Erin Giese	Appleton	WI	54911	US	2024-08-05
Jill Thiede	Green Bay	WI	54303	US	2024-08-05
Timothy Derozier	Green Bay	WI	54302	US	2024-08-05
Robert Clarksen	Green Bay	WI	54303	US	2024-08-05
Rebecca Nesvet	Madison	WI	20817	US	2024-08-05
Adam Gaines	Green Bay	WI	54301	Czech Republic	2024-08-05
Virginia Marcoe	Green Bay	WI	54301	US	2024-08-05
Diane Kulis	Green Bay	WI	54313	US	2024-08-05
Casey Hicks	Green Bay	WI	54311	US	2024-08-05
Joe White	Green Bay	WI	54313	US	2024-08-05
Kelly Hillhouse	De Pere	WI	54115	US	2024-08-05
Miguel Esquivel	Green bay	WI	54303	US	2024-08-05
Bill Hughes	Stockport	ENG	SK6 2 ED	UK	2024-08-05
Kyle Schneider	Milwaukee	WI	53225	US	2024-08-05
Breanna Linna	Green Bay	WI	54302	US	2024-08-05
Sara Wall	Green Bay	WI	54301	US	2024-08-05
Ajii Rauworth	Green Bay	WI	54311	US	2024-08-05
Jeffery A Uhlenbrauck	Green Bay	WI	54301	US	2024-08-05
Tara DaPra	Green Bay	WI	54301	US	2024-08-05
Natalie Buhl	Green Bay	WI	54301	US	2024-08-05
Linnea Zintman	Ashwaubenon	WI	54304	US	2024-08-05
Anastasia Morgan	Green Bay	WI	54311	US	2024-08-05

Kathryn Trulley	De Pere	WI	54115	US	2024-08-05
Kennedy Kurowski	Green Bay	WI	54301	US	2024-08-05
Callie Barribeau	Green Bay	WI	53225	US	2024-08-05
Megan Grant	De Pere	WI	54115	US	2024-08-05
Steven Engels	Green bay	WI	54301	US	2024-08-05
Gretchen Swadley	Green Bay	WI	54301	US	2024-08-05
Daniela Beall	Green Bay	WI	54304	US	2024-08-05
Hannah Malmberg	Green Bay	WI	54313	US	2024-08-05
Leah Liebergen	Green Bay	WI	54313	US	2024-08-05
Dan Meinhardt	Green Bay	WI	54304	US	2024-08-05
susie brekke	De Pere	WI	54115	US	2024-08-05
Barbara Basche	Houlton	WI	54082	US	2024-08-05
Alana Preziosi	Swedesboro	NJ	8085	US	2024-08-05
Sydria James	Abilene	TX	79606	US	2024-08-05
Emily Ambrose	Green Bay	WI	54313	US	2024-08-06
Nathan Everard	Green Bay	WI	54302	US	2024-08-06
Michelle Kuhl	Oshkosh	WI	54901	US	2024-08-06
Asia Champeau	Green Bay	WI	54302	US	2024-08-06
Mark Patel	De Pere	WI	54115	US	2024-08-06
Elizabeth Groth	Glenbuelah	WI	53023	US	2024-08-06
Clare Conteh-Morgan	Milwaukee	WI	53213	US	2024-08-06
Bob Angst	Green Bay	WI	54301	US	2024-08-06
Catharine McDaniel				US	2024-08-06
Megan Jones	Oshkosh	WI	54902	US	2024-08-06
Aaron Weinschenk	Green Bay	WI	54311	US	2024-08-06
Sarah Riley	Green Bay	WI	54302	US	2024-08-06
Georgette Heyrman	Green Bay	WI	54313	US	2024-08-06
Nicole Beck	Oshkosh	WI	54901	US	2024-08-06
Michelle Sawyer	Green Bay	WI	54313	US	2024-08-06
Judith Van Ryzin	Green Bay	WI	54301	US	2024-08-06
Ambrea Zacharias	Green Bay	WI	54313	US	2024-08-06
Alex Verstoppen	De Pere	WI	54115	US	2024-08-06

Taylor Casperson	De Pere	WI	54115	US	2024-08-06
Ashley Fowles	Green Bay	WI	54304	US	2024-08-06
Sarah Pamperin	Green Bay	WI	54311	US	2024-08-06
Daniel Feeley	Las Vegas	NV	89107	US	2024-08-06
Cheyenne Eastham	Milwaukee	WI	53220	US	2024-08-06
Laura Wellens	De pere	WI	54115	US	2024-08-06
Wittig Judy	Green Bay	WI	54313	US	2024-08-06
Ethan Najacht	Sheboygan	WI	53083	US	2024-08-06
Christina Thor	Green Bay	WI	54304	US	2024-08-06
Sarah Scott	Green Bay	WI	54302	US	2024-08-06
Hope Peña	Phoenix	AZ	85008	US	2024-08-06
Lilly Schwab	South Glens Fa	NY	12803	US	2024-08-06
Diana Aviles	New Lenox	IL	60451	US	2024-08-06
Melody Smith	Green Bay	WI	54302	US	2024-08-07
Jenny Boeckman	Green Bay	WI	54313	US	2024-08-07
Emily Colo	Green Bay	WI	54301	US	2024-08-07
Morgen Bembenek	Milwaukee	WI	53223	US	2024-08-07
Robert Pyne	Green Bay	WI	54301	US	2024-08-07
Aubri Taylor	Pleasant Grove	UT	84062	US	2024-08-07
william parish	Calhoun	GA		US	2024-08-07
RAYCE MARSTERS	Salt Lake City	UT	84118	US	2024-08-07
Patricia Eck	Colorado Sprin	CO	80918	US	2024-08-07
Kenna Van Zandt	Secaucus	NJ	7094	US	2024-08-07
Carlyn Lowe	Milwaukee	WI	53233	US	2024-08-07
Anne Frostman	Green Bay	WI	54301	US	2024-08-07
Jooah Park	Weston	FL	33326	US	2024-08-07
Austin Ward	Corvallis	OR	97330	US	2024-08-08
MARY FORD	Long Beach	CA	90815	US	2024-08-08
Maeve Lynskey	Telford	PA	18969	US	2024-08-08
Lynn Niemi	Green Bay	WI	54313	US	2024-08-09
Kaoime Malloy	Sturgeon Bay	WI	54235	US	2024-08-09
Sulema Castaneda	Green Bay	WI	54311	US	2024-08-09

Jeanie Seifferlein	Fruitland Park	FL	34731	US	2024-08-09
Tracy F.	Green Bay	WI	54143	US	2024-08-09
Cody Peterson	Union City	CA	94587	US	2024-08-09
Edward Markushewski	Huntsville	AL	35801	US	2024-08-09
Denise Charlier	De Pere	WI	54115	US	2024-08-09
J Peezy	Teaneck	NJ	7666	US	2024-08-09
Victoria Caraballo	Fort Lauderdale	FL	33325	US	2024-08-10
Jennifer Schuh	Hobart	WI	54155	US	2024-08-10
Kaylee Whitworth	Grover	NC	28073	US	2024-08-10
Jonesha Davis	Green Bay	WI	54304	US	2024-08-10
Kenria Van de Water	Eugene	OR	97402	US	2024-08-10
katelyn mooney	Chapin	SC	29036	US	2024-08-11
Shyamasree Biswas	Hillsboro	OR	97124	US	2024-08-11
Ralphie Beam	Cumberland	MD	21502	US	2024-08-11
Kimauni Jackson	Augusta	GA	30907	US	2024-08-11
Ash Beans	Portland	OR	97206	US	2024-08-11
Oliver Rodriguez	Plantation	FL	33324	US	2024-08-11
Bette Blackwell	Indianapolis	IN	46142	US	2024-08-12
Quentin Embleton	Boulder	CO	11221	US	2024-08-12
David Siegel	Green Bay	WI	54302	US	2024-08-12
Gloria Eastman	Green Bay	WI	54302	US	2024-08-12
Beverly Spires	Green Bay	WI	54301	US	2024-08-12
Natalie Hoffman	Green Bay	WI	54302	US	2024-08-12
Jamie Lynch	Green Bay	WI	54301	US	2024-08-12
Jacob Snitgen	Green Bay	WI	54302	US	2024-08-12
Liam Granlund	Madison	WI	53726	US	2024-08-12
Casey Kapalczynski	Green Bay	WI	54311	US	2024-08-12
Andrew Landsverk	Seymour	WI	54165	US	2024-08-12
Amanda Mansker	Henniphen	IL	61327	US	2024-08-12
Ashley Deprey-Peeters	Green Bay	WI	54301	US	2024-08-12
Liz Wheat	Green Bay	WI	54311	US	2024-08-12
Luna Bertoncini	Green Bay	WI	54311	US	2024-08-12

Chris Williams	Green Bay	WI	54313	US	2024-08-12
Kathleen Fandry	Lufkin	TX	75901	US	2024-08-12
Christina Joski	Green Bay	WI	54304	US	2024-08-12
Emily Forstrom	Green Bay	WI	54311	US	2024-08-12
Briana Padalino	Green Bay	WI	54301	US	2024-08-12
Ryan Atkins	Oak Creek	WI	53154	US	2024-08-12
Kristie Barlow	Las Vegas	NV	89123	US	2024-08-12
Matt Kaster	Green Bay	WI	54301	US	2024-08-12
Caitlin Carmody	Green Bay	WI	54302	US	2024-08-13
Brian Welsch	Green Bay	WI	54301	US	2024-08-13
Owen Jewell	Summerville	SC	29483	US	2024-08-13
Jillaine Flores	Green Bay	WI	54301	US	2024-08-13
Erin Bernhardt	Green Bay	WI	54303	US	2024-08-13
Kyle Seidl	Green Bay	WI	54302	US	2024-08-13
Morgan Netzel	Seymour	WI	54165	US	2024-08-13
Brooke Donlon	Green Bay	WI	54313	US	2024-08-13
A Godwin	Seymour	WI	54165	US	2024-08-13
Cheryl Wilson	Green Bay	WI	54302	US	2024-08-13
Neil Kraus	Eden Prairie	MN	55347	US	2024-08-13
Erin Mader	Green Bay	WI	54313	US	2024-08-14
Mina P	Green Bay	WI	54313	US	2024-08-14
Linda Galt	Green Bay	WI	54301	US	2024-08-14
Reanna Rosloniec	Green bay	WI	543012331	US	2024-08-14
Cheryl Passel	De Pere	WI	54115	US	2024-08-14
P. Dufek	De Pere	WI	54115	US	2024-08-16
Susan Vande Hei	Green Bay	WI	54304	US	2024-08-16
Rachel Klika	De Pere	WI	54115	US	2024-08-16
Bryan Carr	Green Bay	WI	54302	US	2024-08-16
Sean Danen	De Pere	WI	54115	US	2024-08-16
Annette Herrera	Green Bay	WI	54313	US	2024-08-16
Katherine Klass	Sparta	WI	54656	US	2024-08-17
Pippa McFerrin	Green Bay	WI	54302	US	2024-08-17

Jackie Frelich	Green Bay	WI	54313	US	2024-08-17
Naylani Matthews	Port St. Lucie	FL	34953	US	2024-08-17
Lilly McMickle	Royal Oak		48073	US	2024-08-17

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

MEETING DATE	PREPARED BY
August 19, 2024	

AGENDA ITEM # E.7

Referred Back from Request on May 20, 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

1. 08-19-2024 COGB Traffic Calming Policy August 2024
2. 8-19-2024 Traffic Calming Handout Theno

City of Green Bay

~~Neighborhood~~ Traffic Calming

ADOPTED: Tuesday, October 22, 2007 by the City of Green Bay Common Council
REVISED: Tuesday, March 18, 2008 by the City of Green Bay Common Council
REVISED: Friday, November 15, 2013 by the City Traffic Engineer (updated web hyperlinks due to city website changes, and Table of Contents Appendix 2 reference correction)
REVISED: Thursday, June 20, 2019 by the City Traffic Engineer (updated web hyperlinks due to city website changes)
REVISED: August 27, 2024 by the City of Green Bay Common Council

Department of Public Works | Traffic Division
100 N. Jefferson Street, Room 300
Green Bay, WI 54301
(920) 448-3100

Table of Contents

What is Traffic Calming?

City of Green Bay residents have expressed concern about speeding and cut-through traffic in residential neighborhoods. In response to public interest the City ~~has~~ originally developed a Neighborhood Traffic Calming Policy in 2007.

The Institute of Transportation Engineers defines "traffic calming" as "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users."

The City of Green Bay also expands this definition to include non-physical measures such as educational programs and enhanced enforcement

What are Traffic Calming Measures?

~~Neighborhood traffic~~ Traffic calming measures are an attempt to enhance traffic and pedestrian safety and preserve neighborhood character and livability. There are a number of traffic calming devices that are available to achieve this effect. The specific measures are described in more detail below, but can generally be used to address problems with speeding, cut-through traffic, increased volume, and safety. When a traffic calming measure is implemented successfully, it is effective and self enforcing.

Beyond residential neighborhoods, there is a desire to expand traffic calming to some collector roadways. Traffic calming measures are generally incompatible with arterial streets. A primary function of arterial streets is to efficiently and expeditiously move traffic through a corridor.

As considered under this policy, traffic calming measures are largely reactive to observed or perceived concerns. In addition to reactive solutions, City staff will work with developers to consider traffic calming measures to be designed into new subdivisions, as appropriate, to address potential conflicts before they arise. Additionally, staff will use input received regarding the need for traffic calming into consideration when designing reconstruction projects for collector and local streets.

The ~~Neighborhood~~ Traffic Calming Process?

This section describes the process, regulations, and requirements of the Green Bay ~~Neighborhood~~ Traffic Calming Policy. For a brief overview of the process, see the Traffic Calming flow chart (Appendix 1).

STEP 1 — Report the Problem

If you feel as though you have a speeding or traffic problem on your residential street, the first step is to report the problem to City of Green Bay Traffic staff at (920) 448-3100 or dpwmail@greenbaywi.gov. City staff will note your complaint and provide a Traffic Calming Request Form. This form will also be available at https://greenbaywi.gov/DocumentCenter/View/1579/Traffic-Calming-Request-Form-PDF. When the form is submitted City staff will evaluate the complaint to determine the nature of the problem, and make sure that the location meets the first traffic calming criteria:

The street must be classified as "Residential."

The City will not implement traffic calming measures, or conduct traffic calming studies on "arterial"~~, " collector"~~ streets, and Green Bay Metro bus routes. For the City's Roadway Classification Map, please refer to the map available at https://greenbaywi.gov/DocumentCenter/View/4236/Roadway-Functional-Classification-Map. Staff can work with you to identify other actions if your street does not meet this basic criterion.

STEP 2 — Neighborhood Consensus

After the initial report, City staff will request a petition from a representative number of residents in the neighborhood (at least 20%, or 10 residents, whichever is less) to verify that there is a widespread concern for the speeding or traffic issue. After the petition is received, City staff will review it. The petition form is available athttps://greenbaywi.gov/DocumentCenter/View/4239/Traffic-Calming-Petition-Form-PDF.

STEP 3 — Data Collection

When it is determined that a representative number of residents perceive the problem, City staff will collect traffic volume and speed data for the street and observe traffic patterns.

Speeding Problem Thresholds:

- If 15% of the vehicles driving on the roadway are traveling at speeds ~~above 32 miles per hour (20 mph for alleyways)~~more than 7 miles per hour (mph) above the posted speed limit, or

- If 5% of the vehicles driving on the roadway are traveling at speeds ~~above 35 miles per hour (25 mph for alleyways)~~more than 10 mph above the posted speed limit, then the street would be eligible for Traffic Calming. This last condition applies to situations where the residents' concern is for the few drivers considerably exceeding the speed limit.

Cut-through Problem Threshold:

- In some cases, the reported problem is related to the volume of traffic on the residential street instead of the speed. If the street carries more than 1000 vehicles per day, then the street would be eligible for Traffic Calming.

Other Issues:

- Some traffic problems do not fit neatly into the speeding or cut-through "boxes". City staff will evaluate on a case-by-case basis if a unique issue warrants traffic calming.

STEP 4 — Stage 1 Traffic Calming

If the trouble location exceeds the thresholds identified above, City staff will first suggest possible solutions that do not involve the use of physical controls or impediments on the roadway system. These are primarily education and enforcement based measures called Stage 1 traffic calming. These include:

- **Radar Speed Trailer Deployment** — This is a temporary device that is primarily used to educate motorists regarding the fact that they may be significantly exceeding the posted speed limit. Speed data can and may be collected.

- **Traffic Enforcement Actions** — This is traditional enforcement activity on the part of Green Bay Police Department's traffic enforcement officers. The intent is to modify behavior to result in a safer situation for all drivers and neighbors.

- **Traffic Signing and Pavement Markings** — Traffic Engineering staff will review all of the traffic signing and pavement markings in the area. If necessary, staff will install additional signing or striping. When appropriate, changes and additions will be reviewed with interested neighbors.

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- **Driver Feedback Signs –** Traffic Engineering staff will review speed data to determine if placement of a driver feedback sign would assist in achieving voluntary speed limit compliance.

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STEP 5 — Follow-up Data Collection

If one or more of the Stage 1 Traffic Calming measures is implemented City staff will wait approximately three to six months and conduct another speed and/or volume data collection. The data will then be analyzed to determine if the Traffic Calming measure was successful. If the measure was successful, and the thresholds identified in Step 3 are not exceeded then the traffic calming process will end at this point.

If the location continues to exceed the thresholds for speed and/or volume on a residential street, City staff will move on to analyze possible Stage 2 Traffic Calming methods.

STEP 6 — Stage 2 Traffic Calming Study

City staff will conduct a formal Traffic Calming Study to suggest possible solutions to the problem. The solutions could involve physical modifications of the street intended to control traffic speeds and/or volumes. These are called Stage 2 traffic calming methods. Neighborhood involvement will be a large part of the Traffic Calming Study process.

Possible Stage 2 methods include:

- **Speed Humps**
  Speed humps are approximately 12 feet in width and vary from 2.5 to 4 inches in height. This raised pavement serves to physically force motorists to reduce their speed. In order to be effective, speed humps should be placed no further than 300 feet apart.

  See Figure 1.

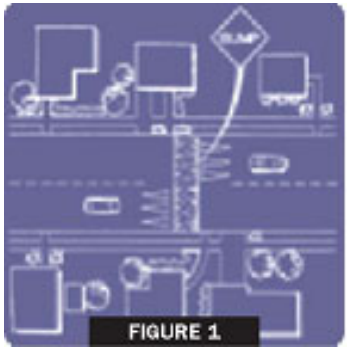


FIGURE 1

- **Speed Tables**
  These are speed humps with a long flat section that are generally used at crosswalk locations. Both speed humps and speed tables require signing and roadway markings to make their presence known to motorists and other roadway users.

  See Figure 2.

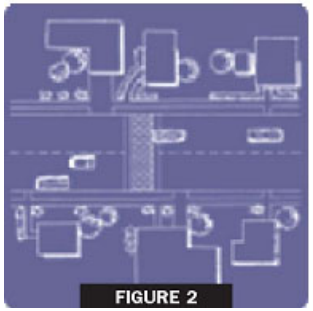


FIGURE 2

- **Traffic Circles**
  This device is a raised circular island in the middle of a residential neighborhood intersection. Direct straight through movements are obstructed by the raised island causing traffic to move to the right and around the circle.

  See Figure 3.


FIGURE 3

- **Curb Extensions, Chokers, Chicanes**
  These are various methods of narrowing the roadway by extending raised curbs into the street. These can be done at street entries and exits as well as mid-block locations. The narrower street generally results in reduced traffic speeds and provides pedestrians with shorter crossing distances.

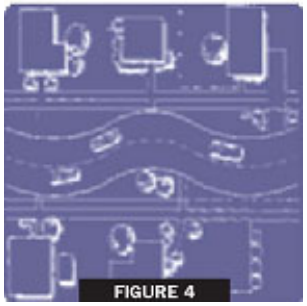


FIGURE 4

See Figure 4.

- **Median Entry/Exit Islands**
  These are traffic islands used to create narrower roadway passages at entry and exit points.
  Median Barriers These can be a barrier or raised island along the center of a roadway to prohibit left turns or crossing traffic.

  See Figure 5.

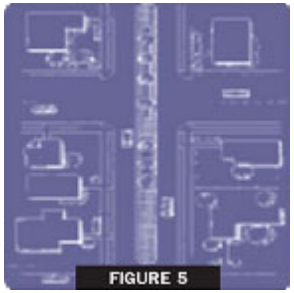


FIGURE 5

- **Mid-Block Raised Medians**
  This is a median placed in the center of a roadway to create a narrower travel way and also reduce pedestrian crossing distances.

  See Figure 6.

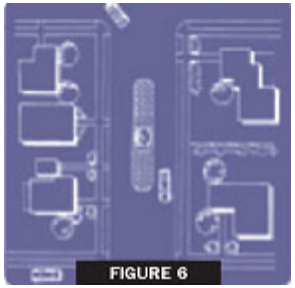


FIGURE 6

- **Forced Turn Islands, Barriers, Channelization**
  These are traffic islands or curbs specifically designed to prevent traffic from making specific movements at an intersection.

  See Figure 7.

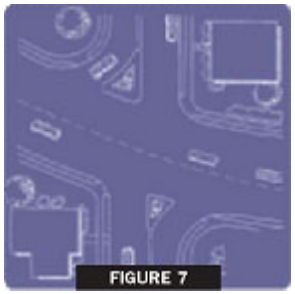
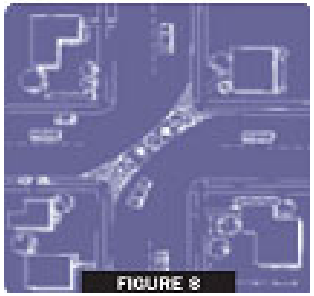


FIGURE 7

- **Diagonal Diverters**
  These are barriers placed diagonally across an intersection to force drivers to make a particular turn but not allow other movements.

  See Figure 8



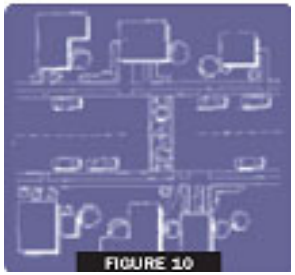
- **One-Way Streets**
  This is when traffic on a street is regulated to only allow traffic to flow in one direction. Usually this is accomplished through sign placement.

- **One-Way Chokers, Half-Closures or Semi-Diverters**
  These are barriers to traffic in one direction that permit traffic in the opposite direction to proceed.

  See Figure 9.

- **Street Closures and Cul-de-sacs**
  This is the complete barricade or termination of a street.

  See Figure 10.



The following general criteria must be met to consider the installation of any Stage 2 traffic calming measure:

1. Installation must not result in traffic diversion to other neighborhood streets.

2. Through a postcard survey, at least 60% of the impacted residents (defined as those residents or owners within 1 contiguous block of the proposed traffic calming improvement(s)) and 75% of the residents within 100 feet of the proposed device shall support the installation.

3. Devices shall be installed only where a minimum safe stopping distance can be provided.

4. The Green Bay Fire Department must approve the plan to assure that emergency response times or access are not negatively affected.

STEP 7 — City Council Approval

Once City staff and the neighborhood have reviewed an appropriate Traffic Calming solution, the proposal will be brought through the Improvement and Services Committee to the City Council for final approval and funding allocation.

Prioritization

Staff will complete Traffic Calming Studies on a "priority rank" basis. Using data collected in Stages 1 and 2, the individual project(s) will be assigned points, as detailed in Appendix 2 "Point Assignment for Ranking Requests." A minimum of 30 points is required for a project to be considered eligible to compete with other Traffic Calming requests for funding.

Projects will be ranked citywide, based on point score. The highest ranking projects will usually be undertaken first. The number of projects initiated each year will depend on City resources. However, the City may consider other compelling issues to determine project scheduling.

The City will notify the project requestors of the status of their request after this step via the City's website by posting the summary report.

Once ranked, a project is considered in the annual priority ranking step for up to three years. If, after three years, a project has not received a high enough priority to proceed, the project requestor will be notified it will no longer be eligible for consideration, unless a

current petition to participate is provided. This time limitation ensures that the project requests continue to remain a neighborhood priority and avoids needless waste of time and resources due to changes in local interest in the project.

The project requestor will be notified when the three-year limit expires. At that time, a new request may be made to re-enter the project in the program. If needed, current data may then be collected to recalculate the assignment of points.

The Pros and Cons of Stage 2 Traffic Calming

Before the City decides to consider pursuing Stage 2 traffic calming actions, it is important that the benefits and disadvantages be carefully considered. While Stage 2 actions can be successful, they can also result in problems more significant than the original concern. This section will describe the pros and cons of the Stage 2 traffic calming tools described previously. In most cases, the benefits are predictable, while the disadvantages can be much more unexpected. Consequently, a greater emphasis has been placed on the potential problems so that decisions can be made in a fully informed manner.

Pros

- Traffic Calming Measures Often Achieve the Desired Result

  Physical actions such as the installation of speed humps, traffic circles, street closures, etc. are almost always successful in forcing traffic to behave in an intended fashion. In certain situations, they can achieve the desired result by utilizing a one time capital expenditure and generally low ongoing maintenance costs.

- Permanence

  Stage 2 traffic calming actions are generally viewed as much more permanent solutions than Stage 1 actions. In most instances the alternative approach to the desired result involves repetitive and costly ongoing Stage 1 traffic calming actions. There are significant potential benefits to utilizing Stage 2 traffic calming actions which is why some communities have implemented Stage 2 actions and many other communities are exploring their possible use.

- Accident and Crash Reduction

  One of the most important impacts of traffic calming is the potential reduction in the severity and number of crashes on traffic-calmed streets. Safety is enhanced through increased driver awareness of other street users and reductions in volumes, speeds and conflicts. In the United States, reduction of crashes due to traffic calming measures has been reported to be an overall average of 50 percent. Traffic circles appear to offer the greatest reduction in collisions. Speed reduction is especially important for pedestrian safety, as the severity of injury to a pedestrian when hit by an automobile is dramatically reduced by lowering vehicle speeds from 35 mph (usually fatal) to fewer than 20 mph (usually just minor injuries).

Cons

- Delays in Emergency Response Vehicles

  This is especially true for fire apparatus and ambulance. Because of the heavy weight of fire engines, and delicate instruments and patients within ambulances, these vehicles must almost come to a complete stop when they encounter a bump, dip or sharp curve. Creating bumps, dips, and sharp curves is often precisely the result of many of the traffic calming tools. While these maneuvers will cause moderate discomfort and delay for normal passenger vehicles, they cause a much greater problem for emergency vehicles.

  The time required responding to medical emergencies or building fires by emergency personnel and apparatus has a significant influence on the outcome of the event. In cardiac arrest cases, literally seconds count in the patient's chance of survival. From the moment of collapse, the likelihood for recovery diminished by 10% for each minute which passes. Likewise, in their early stages, fires grow at a geometric rate. Minutes could mean the difference between a small fire easily contained and a fire causing major property loss and possible injury or death. For these reasons, the City's Fire Services Division is concerned with any physical action which would force delay upon responding emergency vehicles.

- Diverting the "Problem" Traffic to Another Neighborhood Street

  Another concern has been the realization that in many instances implementing traffic calming tools would be likely to move the problem rather than solve the problem. In virtually all instances, the traffic being controlled by physical traffic calming tools will not disappear or make major changes in its travel patterns. In most instances the placing of impediments on a particular neighborhood street will merely divert some or all of that traffic to other neighborhood streets.

- Everyone is Inconvenienced

  Enforcement and education efforts aimed at controlling speeds or influence driver behavior impact primarily the irresponsible drivers - usually a relatively small percentage of the driving population. On the other hand, physical traffic calming measures create delay and inconvenience for all drivers using the particular street.

- Benefits Sometimes Very Localized

  While speed humps are generally very effective in reducing speed in the immediate vicinity of the humps, they often result in higher speeds between the humps as drivers try to "make up" for the delay at the humps. Consequently, while using the speed humps to lower the average speed, it is likely that the top speeds on the street will increase. This result has been clearly documented in many studies regarding the use of speed humps or non-warranted stop signs for speed control.

  Other Stage 2 traffic calming actions can also result in benefits near the installation but disadvantages elsewhere within a neighborhood. In the case of neighborhood intersection traffic circles, the results are often similar to speed humps with drivers traveling at higher velocity between the circles to "make up" the lost time. Actions such as diverters, barriers, and medians can often improve the situation where the traffic movement has been prohibited but can significantly worsen the problems to the streets where the traffic has been diverted.

- Actions can be Significant for Certain Types of Vehicles

  Speed humps can significantly increase the cost of maintaining heavy vehicles. While not readily quantifiable, this is an important consideration related to the maintenance cost for fire engines, refuse trucks, etc. This is an especially serious concern for vehicles that will confront the traffic calming actions on a continual or repeated basis.

- Impacts on Parking and Other Road Users

  Bicyclists, pedestrians and any other road user can encounter problems with physical traffic calming measures. All measures are designed to be acceptably safe for all users, assuming that these users are attentive as they proceed down the street. Speed humps and traffic circles, for example, are two of the most popular traffic calming measures. Bicyclists can traverse speed humps at typical cycling speeds without slowing down. However, if the bicyclists is careless (e.g., riding with no hands, not watching the road, no lights at night, etc.), the bicyclist might unexpectedly encounter a hump and be caught off balance. Where lanes are narrowed, bicyclists and drivers usually must share the lane, possibly becoming a problem if traffic volumes

are moderate to high. Traffic circles force drivers to the right at intersections, toward (but not into) the crosswalks, and pedestrians sometimes feel that their safety is being compromised. Residents who are used to parking in front of their homes on the street may also be impacted, as some measures require the prohibition of on-street parking. These disadvantages for various user groups need to be considered along with the recognized benefits of overall traffic speed and volume reduction that result from a traffic calming project.

- Visual Impacts, Noise Impacts and Aesthetic Concerns

  While some traffic calming devices can have favorable aesthetic impacts, others can be, by their nature, unsightly. Actions such as speed humps and diverters most often pose no opportunity for the incorporation of aesthetics and can certainly have negative visual impacts. Additionally, virtually all Stage 2 traffic calming devices require reflective devices, signs and striping which negatively affect the aesthetics of a neighborhood.

  Since these devices are intended to pose obstacles to cars, they must be very well signed, marked and lit in order to minimize potential safety problems and potential liability exposure. While the signing, marking and lighting are clearly justified for those reasons, they certainly negatively impact neighborhood aesthetics.

  Noise in the area of traffic calming devices, such as speed humps, can increase due to the deceleration and acceleration of vehicles. There is also usually noise created by the vehicle traversing a speed hump.

  The City considers the balance of the Traffic Calming pros and cons and recognizes that there are situations where the benefits of traffic calming outweigh the disadvantages. With each individual Neighborhood Traffic Calming Study that is conducted, City staff and residents must carefully weigh these advantages and disadvantages of each traffic calming action.

Traffic Calming Request Form

This form is to enable neighborhoods to request the possible initiation of a traffic calming study in accordance with the Traffic Calming Policy. Please fill out the form (only 1 per request) and submit it to:

The City of Green Bay
The Department of Public Works | Traffic Division
100 N Jefferson Street, Room 300
Green Bay, WI 54301
Attn: Traffic Engineer

1. Contact Information

Name: _____
Address: _____
Phone Number: _____E-mail: _____

2. Please describe the location of the traffic concern. Attach a map or picture if necessary:

_____
_____
_____
_____
_____

3. Please list possible solutions to the problem that you would like the City of Green Bay to consider:

_____
_____
_____
_____
_____

Neighborhood Petition Form

Petition for Neighborhood Traffic Calming Measures

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they reside within the impacted area, which is hereby defined as the street segment of:

_____
_____
_____

2. All persons signing this petition do hereby agree of the following problem in the defined impacted area:

_____
_____
_____

3. All persons signing this petition do hereby agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and the City of Green Bay staff in matters pertaining to items 1 and 2 above:

_____

Name Address Phone #

_____

Name Address Phone #

_____

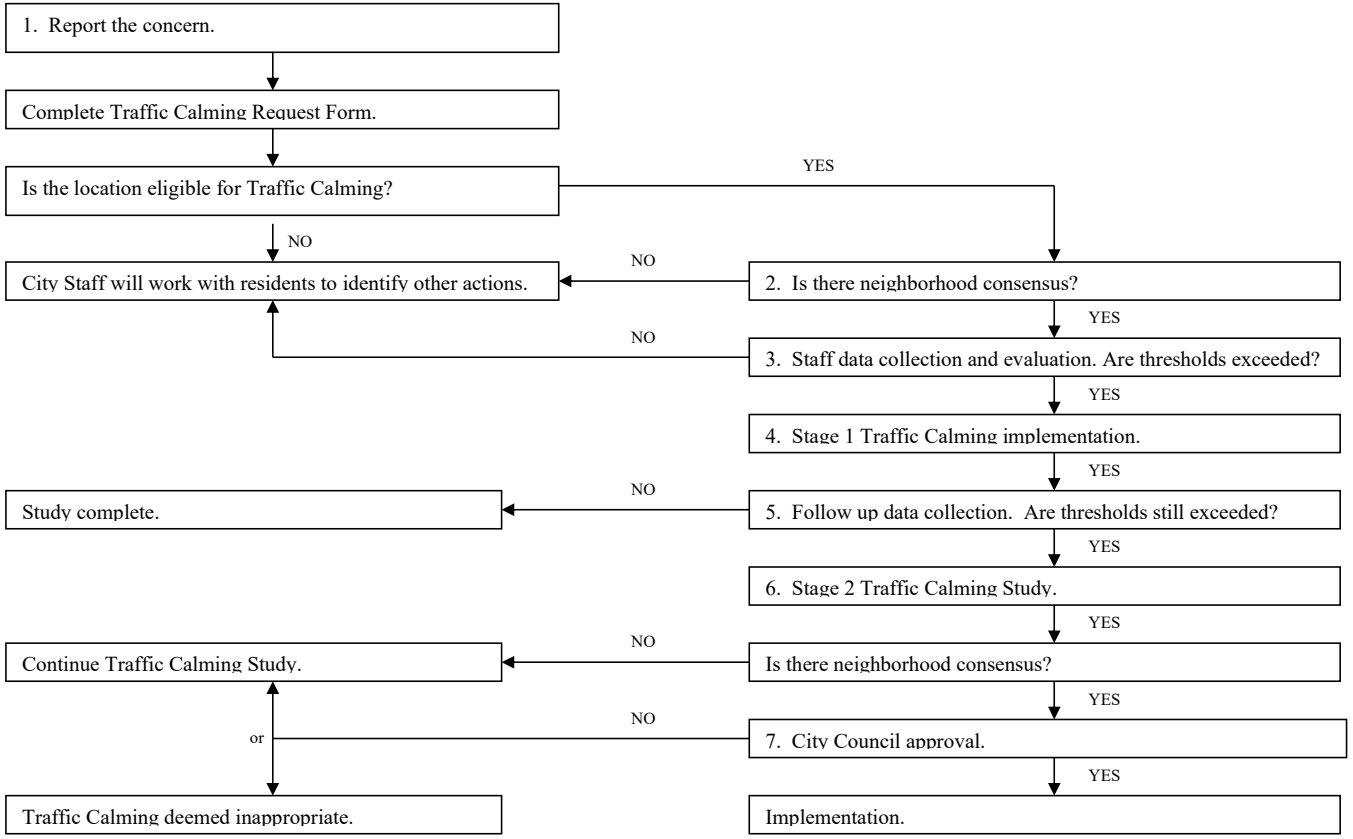
Name Address Phone #

Use next page or backside for additional signatures...

Only One Signature Per Address

1.	Name (print)	Address	Phone	Signature
2.	Name (print)	Address	Phone	Signature
3.	Name (print)	Address	Phone	Signature
4.	Name (print)	Address	Phone	Signature
5.	Name (print)	Address	Phone	Signature
6.	Name (print)	Address	Phone	Signature
7.	Name (print)	Address	Phone	Signature
8.	Name (print)	Address	Phone	Signature
9.	Name (print)	Address	Phone	Signature
10.	Name (print)	Address	Phone	Signature
11.	Name (print)	Address	Phone	Signature
12.	Name (print)	Address	Phone	Signature
13.	Name (print)	Address	Phone	Signature
14.	Name (print)	Address	Phone	Signature
15.	Name (print)	Address	Phone	Signature
16.	Name (print)	Address	Phone	Signature

Appendix 1 – Traffic Calming Flow Chart



Appendix 2 – Point Assignment for Ranking Requests

POINT CRITERIA	DESCRIPTION	POINTS
1. Average Daily Traffic Volume (ADT)	(On the segment of the project street having the highest volume) divided by 100.	Max of 30
2. Speed	Percent of vehicles 5 mph over the posted or statutory speed limit (On the segment of the project street having the highest percentage over the limit), divided by 3.	Max of 30
3. Crash Record (Reportable Crashes Only)	Number of crashes per block segment multiplied by 5. Mid-block crashes count as 1. Intersection crashes counts as 1/2 cross street.	Max of 30
4. Elementary, Middle and High Schools	For a public or private elementary, middle or high school within one-quarter mile of the petition area	5
5. Other High Pedestrian Generating Areas	Up to 5 points for each pedestrian oriented facility, such as an ambulatory elderly housing development, library, or a City park on the street or within one-quarter mile of the petition area. For pedestrian oriented facilities grouped together on the subject street or within one-quarter mile of the petition area, up to 5 points for the group.	Max of 10
6. Designated School Walk Route	If the petition area includes one or more Recommended School Walk Routes as designated by the City. If the petition area includes one or more crossing guard locations	5 5
7. Designated Bicycle Routes	If the petition area includes one or more subject streets designated as a bicycle route on the Brown County Bicycle and Pedestrian Plan.	5
8. Time on Project List	Any project which has been on the Neigbhorhood Traffic Calming priority ranking list for the previous 2 or more years. This provides recognition for the length of time a neighborhood project has been on the ranking list.	2
9. Scheduled Road Reconstruction	To take advantage of a pending street reconstruction project, a traffic calming project which is desired for a street that is to be reconstructed will be ranked with others on its own merits, and decisions on whether or not to proceed will be decided by t	As applicable per Items 1-8

NOTES:
* A project must score 30 or more points to be considered eligible for further inclusion in the NTCP.
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What are Traffic Calming Measures?

Neighborhood traffic Traffic calming measures are an attempt to enhance traffic and pedestrian safety and preserve neighborhood character and livability. There are a number of traffic calming devices that are available to achieve this effect. The specific measures are described in more detail below, but can generally be used to address problems with speeding, cut-through traffic, increased volume, and safety. When a traffic calming measure is implemented successfully, it is effective and self enforcing.

Beyond residential neighborhoods, there is a desire to expand traffic calming to some collector roadways. Traffic calming measures are generally incompatible with arterial streets. A primary function of arterial streets is to efficiently and expeditiously move traffic through a corridor.

As considered under this policy, traffic calming measures are largely reactive to observed or perceived concerns: in most cases from neighborhood residents or businesses. The procedure for the these received applications can be submitted and reviewed in keeping with page 5 of this document, "The Traffic Calming Process". In addition toreactive solutions, City staff will work with developers to consider traffic calming measures to be designed into new subdivisions or existing street reconstruction plans as appropriate, to address potential conflicts before they arise as is detailed further on page 12 of this document, "The proactive-Design Traffic Calming Process". Additionally, staff will use input received regarding the need for traffic calming into consideration when designing reconstruction projects for collector and local streets.

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STEP 7 — City Council Approval
Once City staff and the neighborhood have reviewed an appropriate Traffic Calming solution, the proposal will be brought through the Improvement and Services Committee to the City Council for final approval and funding allocation.

Either city staff or a developer of a proposed subdivision may propose that traffic calming be applied to a project that bypass steps 1 through six of the "Traffic Calming Process". After solutions have been proposed, reviewed and approved (or denied), a developer shall have the right to present to the city's Improvement and Services Committee. Ultimately the City Council should specify a preffered courses of action that has not been approved through city staff.

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

MEETING DATE	PREPARED BY
August 19, 2024	

AGENDA ITEM # E.8

Referred Back from Request on May 20, 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

1. 08-19-2024 COGB Traffic Calming Policy August 2024
2. 8-19-2024 Traffic Calming Handout Theno

City of Green Bay

~~Neighborhood~~ Traffic Calming

ADOPTED: Tuesday, October 22, 2007 by the City of Green Bay Common Council
REVISED: Tuesday, March 18, 2008 by the City of Green Bay Common Council
REVISED: Friday, November 15, 2013 by the City Traffic Engineer (updated web hyperlinks due to city website changes, and Table of Contents Appendix 2 reference correction)
REVISED: Thursday, June 20, 2019 by the City Traffic Engineer (updated web hyperlinks due to city website changes)
REVISED: August 27, 2024 by the City of Green Bay Common Council

Department of Public Works | Traffic Division
100 N. Jefferson Street, Room 300
Green Bay, WI 54301
(920) 448-3100

Table of Contents

What is Traffic Calming?

City of Green Bay residents have expressed concern about speeding and cut-through traffic in residential neighborhoods. In response to public interest the City ~~has~~ originally developed a Neighborhood Traffic Calming Policy in 2007.

The Institute of Transportation Engineers defines "traffic calming" as "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users."

The City of Green Bay also expands this definition to include non-physical measures such as educational programs and enhanced enforcement

What are Traffic Calming Measures?

~~Neighborhood traffic~~ Traffic calming measures are an attempt to enhance traffic and pedestrian safety and preserve neighborhood character and livability. There are a number of traffic calming devices that are available to achieve this effect. The specific measures are described in more detail below, but can generally be used to address problems with speeding, cut-through traffic, increased volume, and safety. When a traffic calming measure is implemented successfully, it is effective and self enforcing.

Beyond residential neighborhoods, there is a desire to expand traffic calming to some collector roadways. Traffic calming measures are generally incompatible with arterial streets. A primary function of arterial streets is to efficiently and expeditiously move traffic through a corridor.

As considered under this policy, traffic calming measures are largely reactive to observed or perceived concerns. In addition to reactive solutions, City staff will work with developers to consider traffic calming measures to be designed into new subdivisions, as appropriate, to address potential conflicts before they arise. Additionally, staff will use input received regarding the need for traffic calming into consideration when designing reconstruction projects for collector and local streets.

The ~~Neighborhood~~ Traffic Calming Process?

This section describes the process, regulations, and requirements of the Green Bay ~~Neighborhood~~ Traffic Calming Policy. For a brief overview of the process, see the Traffic Calming flow chart (Appendix 1).

STEP 1 — Report the Problem

If you feel as though you have a speeding or traffic problem on your residential street, the first step is to report the problem to City of Green Bay Traffic staff at (920) 448-3100 or dpwmail@greenbaywi.gov. City staff will note your complaint and provide a Traffic Calming Request Form. This form will also be available at https://greenbaywi.gov/DocumentCenter/View/1579/Traffic-Calming-Request-Form-PDF. When the form is submitted City staff will evaluate the complaint to determine the nature of the problem, and make sure that the location meets the first traffic calming criteria:

The street must be classified as "Residential."

The City will not implement traffic calming measures, or conduct traffic calming studies on "arterial"~~, " collector"~~ streets, and Green Bay Metro bus routes. For the City's Roadway Classification Map, please refer to the map available at https://greenbaywi.gov/DocumentCenter/View/4236/Roadway-Functional-Classification-Map. Staff can work with you to identify other actions if your street does not meet this basic criterion.

STEP 2 — Neighborhood Consensus

After the initial report, City staff will request a petition from a representative number of residents in the neighborhood (at least 20%, or 10 residents, whichever is less) to verify that there is a widespread concern for the speeding or traffic issue. After the petition is received, City staff will review it. The petition form is available athttps://greenbaywi.gov/DocumentCenter/View/4239/Traffic-Calming-Petition-Form-PDF.

STEP 3 — Data Collection

When it is determined that a representative number of residents perceive the problem, City staff will collect traffic volume and speed data for the street and observe traffic patterns.

Speeding Problem Thresholds:

- If 15% of the vehicles driving on the roadway are traveling at speeds ~~above 32 miles per hour (20 mph for alleyways)~~more than 7 miles per hour (mph) above the posted speed limit, or

- If 5% of the vehicles driving on the roadway are traveling at speeds ~~above 35 miles per hour (25 mph for alleyways)~~more than 10 mph above the posted speed limit, then the street would be eligible for Traffic Calming. This last condition applies to situations where the residents' concern is for the few drivers considerably exceeding the speed limit.

Cut-through Problem Threshold:

- In some cases, the reported problem is related to the volume of traffic on the residential street instead of the speed. If the street carries more than 1000 vehicles per day, then the street would be eligible for Traffic Calming.

Other Issues:

- Some traffic problems do not fit neatly into the speeding or cut-through "boxes". City staff will evaluate on a case-by-case basis if a unique issue warrants traffic calming.

STEP 4 — Stage 1 Traffic Calming

If the trouble location exceeds the thresholds identified above, City staff will first suggest possible solutions that do not involve the use of physical controls or impediments on the roadway system. These are primarily education and enforcement based measures called Stage 1 traffic calming. These include:

- **Radar Speed Trailer Deployment** — This is a temporary device that is primarily used to educate motorists regarding the fact that they may be significantly exceeding the posted speed limit. Speed data can and may be collected.

- **Traffic Enforcement Actions** — This is traditional enforcement activity on the part of Green Bay Police Department's traffic enforcement officers. The intent is to modify behavior to result in a safer situation for all drivers and neighbors.

- **Traffic Signing and Pavement Markings** — Traffic Engineering staff will review all of the traffic signing and pavement markings in the area. If necessary, staff will install additional signing or striping. When appropriate, changes and additions will be reviewed with interested neighbors.

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- **Driver Feedback Signs –** Traffic Engineering staff will review speed data to determine if placement of a driver feedback sign would assist in achieving voluntary speed limit compliance.

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STEP 5 — Follow-up Data Collection

If one or more of the Stage 1 Traffic Calming measures is implemented City staff will wait approximately three to six months and conduct another speed and/or volume data collection. The data will then be analyzed to determine if the Traffic Calming measure was successful. If the measure was successful, and the thresholds identified in Step 3 are not exceeded then the traffic calming process will end at this point.

If the location continues to exceed the thresholds for speed and/or volume on a residential street, City staff will move on to analyze possible Stage 2 Traffic Calming methods.

STEP 6 — Stage 2 Traffic Calming Study

City staff will conduct a formal Traffic Calming Study to suggest possible solutions to the problem. The solutions could involve physical modifications of the street intended to control traffic speeds and/or volumes. These are called Stage 2 traffic calming methods. Neighborhood involvement will be a large part of the Traffic Calming Study process.

Possible Stage 2 methods include:

- **Speed Humps**
  Speed humps are approximately 12 feet in width and vary from 2.5 to 4 inches in height. This raised pavement serves to physically force motorists to reduce their speed. In order to be effective, speed humps should be placed no further than 300 feet apart.

  See Figure 1.

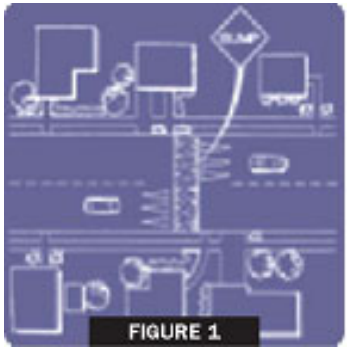


FIGURE 1

- **Speed Tables**
  These are speed humps with a long flat section that are generally used at crosswalk locations. Both speed humps and speed tables require signing and roadway markings to make their presence known to motorists and other roadway users.

  See Figure 2.

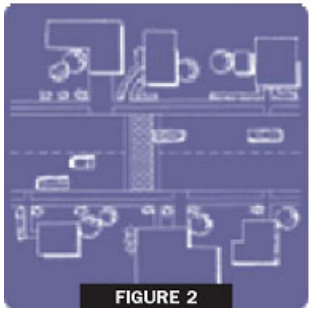


FIGURE 2

- **Traffic Circles**
  This device is a raised circular island in the middle of a residential neighborhood intersection. Direct straight through movements are obstructed by the raised island causing traffic to move to the right and around the circle.

  See Figure 3.


FIGURE 3

- **Curb Extensions, Chokers, Chicanes**
  These are various methods of narrowing the roadway by extending raised curbs into the street. These can be done at street entries and exits as well as mid-block locations. The narrower street generally results in reduced traffic speeds and provides pedestrians with shorter crossing distances.

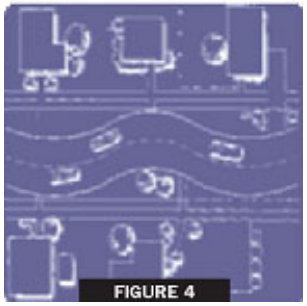


FIGURE 4

See Figure 4.

- **Median Entry/Exit Islands**
  These are traffic islands used to create narrower roadway passages at entry and exit points.
  Median Barriers These can be a barrier or raised island along the center of a roadway to prohibit left turns or crossing traffic.

  See Figure 5.

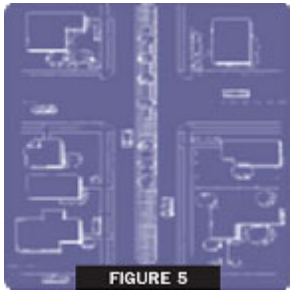


FIGURE 5

- **Mid-Block Raised Medians**
  This is a median placed in the center of a roadway to create a narrower travel way and also reduce pedestrian crossing distances.

  See Figure 6.

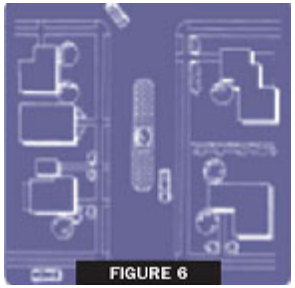


FIGURE 6

- **Forced Turn Islands, Barriers, Channelization**
  These are traffic islands or curbs specifically designed to prevent traffic from making specific movements at an intersection.

  See Figure 7.

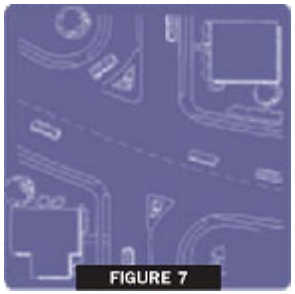
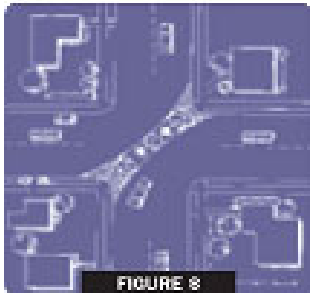


FIGURE 7

- **Diagonal Diverters**
  These are barriers placed diagonally across an intersection to force drivers to make a particular turn but not allow other movements.

  See Figure 8



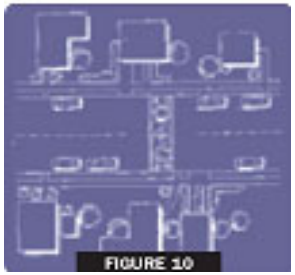
- **One-Way Streets**
  This is when traffic on a street is regulated to only allow traffic to flow in one direction. Usually this is accomplished through sign placement.

- **One-Way Chokers, Half-Closures or Semi-Diverters**
  These are barriers to traffic in one direction that permit traffic in the opposite direction to proceed.

  See Figure 9.

- **Street Closures and Cul-de-sacs**
  This is the complete barricade or termination of a street.

  See Figure 10.



The following general criteria must be met to consider the installation of any Stage 2 traffic calming measure:

1. Installation must not result in traffic diversion to other neighborhood streets.

2. Through a postcard survey, at least 60% of the impacted residents (defined as those residents or owners within 1 contiguous block of the proposed traffic calming improvement(s)) and 75% of the residents within 100 feet of the proposed device shall support the installation.

3. Devices shall be installed only where a minimum safe stopping distance can be provided.

4. The Green Bay Fire Department must approve the plan to assure that emergency response times or access are not negatively affected.

STEP 7 — City Council Approval

Once City staff and the neighborhood have reviewed an appropriate Traffic Calming solution, the proposal will be brought through the Improvement and Services Committee to the City Council for final approval and funding allocation.

Prioritization

Staff will complete Traffic Calming Studies on a "priority rank" basis. Using data collected in Stages 1 and 2, the individual project(s) will be assigned points, as detailed in Appendix 2 "Point Assignment for Ranking Requests." A minimum of 30 points is required for a project to be considered eligible to compete with other Traffic Calming requests for funding.

Projects will be ranked citywide, based on point score. The highest ranking projects will usually be undertaken first. The number of projects initiated each year will depend on City resources. However, the City may consider other compelling issues to determine project scheduling.

The City will notify the project requestors of the status of their request after this step via the City's website by posting the summary report.

Once ranked, a project is considered in the annual priority ranking step for up to three years. If, after three years, a project has not received a high enough priority to proceed, the project requestor will be notified it will no longer be eligible for consideration, unless a

current petition to participate is provided. This time limitation ensures that the project requests continue to remain a neighborhood priority and avoids needless waste of time and resources due to changes in local interest in the project.

The project requestor will be notified when the three-year limit expires. At that time, a new request may be made to re-enter the project in the program. If needed, current data may then be collected to recalculate the assignment of points.

The Pros and Cons of Stage 2 Traffic Calming

Before the City decides to consider pursuing Stage 2 traffic calming actions, it is important that the benefits and disadvantages be carefully considered. While Stage 2 actions can be successful, they can also result in problems more significant than the original concern. This section will describe the pros and cons of the Stage 2 traffic calming tools described previously. In most cases, the benefits are predictable, while the disadvantages can be much more unexpected. Consequently, a greater emphasis has been placed on the potential problems so that decisions can be made in a fully informed manner.

Pros

- Traffic Calming Measures Often Achieve the Desired Result

  Physical actions such as the installation of speed humps, traffic circles, street closures, etc. are almost always successful in forcing traffic to behave in an intended fashion. In certain situations, they can achieve the desired result by utilizing a one time capital expenditure and generally low ongoing maintenance costs.

- Permanence

  Stage 2 traffic calming actions are generally viewed as much more permanent solutions than Stage 1 actions. In most instances the alternative approach to the desired result involves repetitive and costly ongoing Stage 1 traffic calming actions. There are significant potential benefits to utilizing Stage 2 traffic calming actions which is why some communities have implemented Stage 2 actions and many other communities are exploring their possible use.

- Accident and Crash Reduction

  One of the most important impacts of traffic calming is the potential reduction in the severity and number of crashes on traffic-calmed streets. Safety is enhanced through increased driver awareness of other street users and reductions in volumes, speeds and conflicts. In the United States, reduction of crashes due to traffic calming measures has been reported to be an overall average of 50 percent. Traffic circles appear to offer the greatest reduction in collisions. Speed reduction is especially important for pedestrian safety, as the severity of injury to a pedestrian when hit by an automobile is dramatically reduced by lowering vehicle speeds from 35 mph (usually fatal) to fewer than 20 mph (usually just minor injuries).

Cons

- Delays in Emergency Response Vehicles

  This is especially true for fire apparatus and ambulance. Because of the heavy weight of fire engines, and delicate instruments and patients within ambulances, these vehicles must almost come to a complete stop when they encounter a bump, dip or sharp curve. Creating bumps, dips, and sharp curves is often precisely the result of many of the traffic calming tools. While these maneuvers will cause moderate discomfort and delay for normal passenger vehicles, they cause a much greater problem for emergency vehicles.

  The time required responding to medical emergencies or building fires by emergency personnel and apparatus has a significant influence on the outcome of the event. In cardiac arrest cases, literally seconds count in the patient's chance of survival. From the moment of collapse, the likelihood for recovery diminished by 10% for each minute which passes. Likewise, in their early stages, fires grow at a geometric rate. Minutes could mean the difference between a small fire easily contained and a fire causing major property loss and possible injury or death. For these reasons, the City's Fire Services Division is concerned with any physical action which would force delay upon responding emergency vehicles.

- Diverting the "Problem" Traffic to Another Neighborhood Street

  Another concern has been the realization that in many instances implementing traffic calming tools would be likely to move the problem rather than solve the problem. In virtually all instances, the traffic being controlled by physical traffic calming tools will not disappear or make major changes in its travel patterns. In most instances the placing of impediments on a particular neighborhood street will merely divert some or all of that traffic to other neighborhood streets.

- Everyone is Inconvenienced

  Enforcement and education efforts aimed at controlling speeds or influence driver behavior impact primarily the irresponsible drivers - usually a relatively small percentage of the driving population. On the other hand, physical traffic calming measures create delay and inconvenience for all drivers using the particular street.

- Benefits Sometimes Very Localized

  While speed humps are generally very effective in reducing speed in the immediate vicinity of the humps, they often result in higher speeds between the humps as drivers try to "make up" for the delay at the humps. Consequently, while using the speed humps to lower the average speed, it is likely that the top speeds on the street will increase. This result has been clearly documented in many studies regarding the use of speed humps or non-warranted stop signs for speed control.

  Other Stage 2 traffic calming actions can also result in benefits near the installation but disadvantages elsewhere within a neighborhood. In the case of neighborhood intersection traffic circles, the results are often similar to speed humps with drivers traveling at higher velocity between the circles to "make up" the lost time. Actions such as diverters, barriers, and medians can often improve the situation where the traffic movement has been prohibited but can significantly worsen the problems to the streets where the traffic has been diverted.

- Actions can be Significant for Certain Types of Vehicles

  Speed humps can significantly increase the cost of maintaining heavy vehicles. While not readily quantifiable, this is an important consideration related to the maintenance cost for fire engines, refuse trucks, etc. This is an especially serious concern for vehicles that will confront the traffic calming actions on a continual or repeated basis.

- Impacts on Parking and Other Road Users

  Bicyclists, pedestrians and any other road user can encounter problems with physical traffic calming measures. All measures are designed to be acceptably safe for all users, assuming that these users are attentive as they proceed down the street. Speed humps and traffic circles, for example, are two of the most popular traffic calming measures. Bicyclists can traverse speed humps at typical cycling speeds without slowing down. However, if the bicyclists is careless (e.g., riding with no hands, not watching the road, no lights at night, etc.), the bicyclist might unexpectedly encounter a hump and be caught off balance. Where lanes are narrowed, bicyclists and drivers usually must share the lane, possibly becoming a problem if traffic volumes

are moderate to high. Traffic circles force drivers to the right at intersections, toward (but not into) the crosswalks, and pedestrians sometimes feel that their safety is being compromised. Residents who are used to parking in front of their homes on the street may also be impacted, as some measures require the prohibition of on-street parking. These disadvantages for various user groups need to be considered along with the recognized benefits of overall traffic speed and volume reduction that result from a traffic calming project.

- Visual Impacts, Noise Impacts and Aesthetic Concerns

  While some traffic calming devices can have favorable aesthetic impacts, others can be, by their nature, unsightly. Actions such as speed humps and diverters most often pose no opportunity for the incorporation of aesthetics and can certainly have negative visual impacts. Additionally, virtually all Stage 2 traffic calming devices require reflective devices, signs and striping which negatively affect the aesthetics of a neighborhood.

  Since these devices are intended to pose obstacles to cars, they must be very well signed, marked and lit in order to minimize potential safety problems and potential liability exposure. While the signing, marking and lighting are clearly justified for those reasons, they certainly negatively impact neighborhood aesthetics.

  Noise in the area of traffic calming devices, such as speed humps, can increase due to the deceleration and acceleration of vehicles. There is also usually noise created by the vehicle traversing a speed hump.

  The City considers the balance of the Traffic Calming pros and cons and recognizes that there are situations where the benefits of traffic calming outweigh the disadvantages. With each individual Neighborhood Traffic Calming Study that is conducted, City staff and residents must carefully weigh these advantages and disadvantages of each traffic calming action.

Traffic Calming Request Form

This form is to enable neighborhoods to request the possible initiation of a traffic calming study in accordance with the Traffic Calming Policy. Please fill out the form (only 1 per request) and submit it to:

The City of Green Bay
The Department of Public Works | Traffic Division
100 N Jefferson Street, Room 300
Green Bay, WI 54301
Attn: Traffic Engineer

1. Contact Information

Name: _____
Address: _____
Phone Number: _____E-mail: _____

2. Please describe the location of the traffic concern. Attach a map or picture if necessary:

_____
_____
_____
_____
_____

3. Please list possible solutions to the problem that you would like the City of Green Bay to consider:

_____
_____
_____
_____
_____

Neighborhood Petition Form

Petition for Neighborhood Traffic Calming Measures

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they reside within the impacted area, which is hereby defined as the street segment of:

_____
_____
_____

2. All persons signing this petition do hereby agree of the following problem in the defined impacted area:

_____
_____
_____

3. All persons signing this petition do hereby agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and the City of Green Bay staff in matters pertaining to items 1 and 2 above:

_____

Name Address Phone #

_____

Name Address Phone #

_____

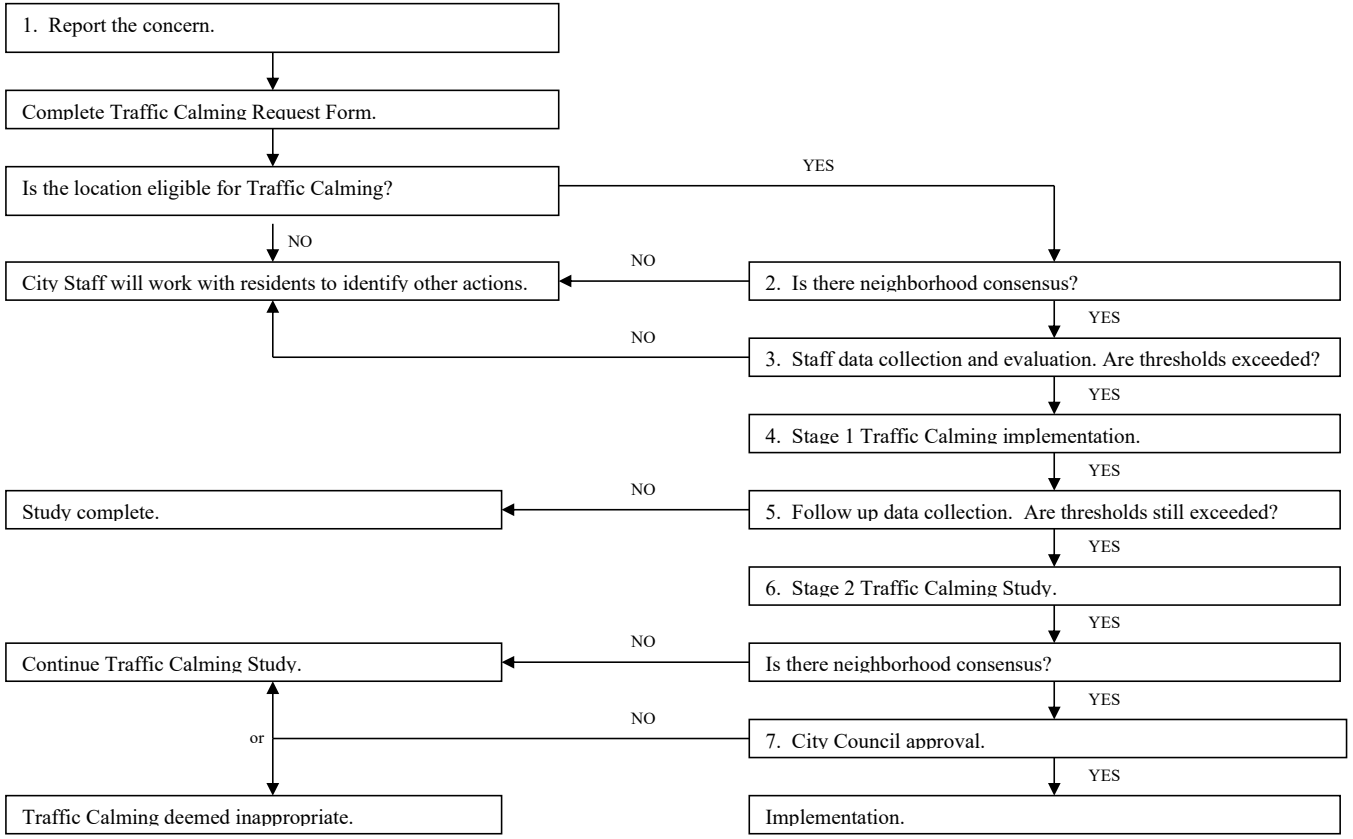
Name Address Phone #

Use next page or backside for additional signatures...

Only One Signature Per Address

1.	Name (print)	Address	Phone	Signature
2.	Name (print)	Address	Phone	Signature
3.	Name (print)	Address	Phone	Signature
4.	Name (print)	Address	Phone	Signature
5.	Name (print)	Address	Phone	Signature
6.	Name (print)	Address	Phone	Signature
7.	Name (print)	Address	Phone	Signature
8.	Name (print)	Address	Phone	Signature
9.	Name (print)	Address	Phone	Signature
10.	Name (print)	Address	Phone	Signature
11.	Name (print)	Address	Phone	Signature
12.	Name (print)	Address	Phone	Signature
13.	Name (print)	Address	Phone	Signature
14.	Name (print)	Address	Phone	Signature
15.	Name (print)	Address	Phone	Signature
16.	Name (print)	Address	Phone	Signature

Appendix 1 – Traffic Calming Flow Chart



Appendix 2 – Point Assignment for Ranking Requests

POINT CRITERIA	DESCRIPTION	POINTS
1. Average Daily Traffic Volume (ADT)	(On the segment of the project street having the highest volume) divided by 100.	Max of 30
2. Speed	Percent of vehicles 5 mph over the posted or statutory speed limit (On the segment of the project street having the highest percentage over the limit), divided by 3.	Max of 30
3. Crash Record (Reportable Crashes Only)	Number of crashes per block segment multiplied by 5. Mid-block crashes count as 1. Intersection crashes counts as 1/2 cross street.	Max of 30
4. Elementary, Middle and High Schools	For a public or private elementary, middle or high school within one-quarter mile of the petition area	5
5. Other High Pedestrian Generating Areas	Up to 5 points for each pedestrian oriented facility, such as an ambulatory elderly housing development, library, or a City park on the street or within one-quarter mile of the petition area. For pedestrian oriented facilities grouped together on the subject street or within one-quarter mile of the petition area, up to 5 points for the group.	Max of 10
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STEP 7 — City Council Approval
Once City staff and the neighborhood have reviewed an appropriate Traffic Calming solution, the proposal will be brought through the Improvement and Services Committee to the City Council for final approval and funding allocation.

Either city staff or a developer of a proposed subdivision may propose that traffic calming be applied to a project that bypass steps 1 through six of the "Traffic Calming Process". After solutions have been proposed, reviewed and approved (or denied), a developer shall have the right to present to the city's Improvement and Services Committee. Ultimately the City Council should specify a preffered courses of action that has not been approved through city staff.