



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, OCTOBER 21, 2024, 5:00 PM

In person at City Hall, Room 310.

Virtual attendance also available via Zoom.

A. Zoom Meeting Information.

- I. Join Zoom Meeting Online:

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

Or call in by phone: +1 312 626 6799

Meeting ID: 881 4223 6222

Passcode: 938023

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

B. Roll Call.

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

C. Approval of the Agenda.

- I. Approval of the Monday, October 21, 2024 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

- I. Approval of the Monday, September 16, 2024 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

E. Regular Business.

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

2. *Initial Request:* Consideration with possible action on the request by Ald. Galvin to study the intersection of South Webster Avenue and Emilie Street to determine the need for a crossing guard. (Ald. Galvin - District 4)
3. *Termination of 90-day Trial:* Remove the THREE-HOUR NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Franz Avenue, both sides, from a point 990 feet west of Main Street to a point 40 feet west of Main Street.
4. *Termination of 90-day Trial:* Remove the NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Franz Avenue, both sides, from a point 990 feet west of Main Street to a point 1,130 feet west of Main Street.
5. *Termination of 90-day Trial:* Establish a 2-WAY YIELD condition at Paula Street to Durham Road.
6. *Termination of 90-day Trial:* Establish a 2-WAY YIELD condition at Wiggins Way to Durham Road.
7. *Refer back from Initial 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)
8. *Refer back from Initial 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)

F. Informational.

1. Next Meeting: Monday, November 18, 2024.

G. Public Hearings.

H. Adjournment.

1. Adjournment of the Monday, October 21, 2024 Traffic, Bicycle, and Pedestrian Commission meeting.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov
- 2) ACCESSIBILITY: Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) QUORUM: Please take notice that a majority or quorum of the Common Council will attend this Traffic, Bicycle, & Pedestrian Commission meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, SEPTEMBER 16, 2024, 5:00 PM

In person at City Hall, Room 310.

Virtual attendance also available via Zoom.

A. ZOOM MEETING INFORMATION.

- I. Join Zoom Meeting Online:

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

Or call in by phone: +1 312 626 6799

Meeting ID: 881 4223 6222

Passcode: 938023

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

B. ROLL CALL.

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

Present and Not Voting: Craig Stevens

Present and Voting: Dan Teaters, Stephen Larsen, and Patrick Sorelle

Excused: Daniel Theno, Kasha Huntowski, and Sean Hamill

Others Present: DPW Director Steven Grenier, Administrative Clerk Michelle Wolter, and Alder Bill Galvin

C. APPROVAL OF THE AGENDA.

- I. Approval of the Monday, September 16, 2024 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Stephen Larsen, seconded by Patrick Sorelle to approve the September 16, 2024 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Yes: Stephen Larsen, Patrick Sorelle, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

- I. Approval of the Monday, August 19, 2024 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Stephen Larsen, seconded by Patrick Sorelle to approve the Monday, August 19, 2024 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Yes: Stephen Larsen, Patrick Sorelle, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

E. REGULAR BUSINESS.

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

Moved by Dan Teaters, seconded by Stephen Larsen to receive and place on file the report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes: Dan Teaters, Stephen Larsen, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

2. *Initial Request*: Consideration with possible action on the request by Ald. Galvin to remove the NO PARKING 7:00 AM TO 4:00 PM SCHOOL DAYS on the north side of Emilie Street between Monroe Avenue and Quincy Street and replace with Parking by Permit Only - GBAPSD Staff. (Ald Galvin - District 4)

Moved by Dan Teaters, seconded by Stephen Larsen to amend the verbiage to read NO PARKING 7:00 AM TO 4:00 PM SCHOOL DAYS on the north side in the 600 block of

Emilie Street and the south side in the 600 block of Eliza Street between Monroe Avenue and Quincy Street to allow staff parking for the school district.

Yes: Dan Teaters, Stephen Larsen, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

Moved by Dan Teaters, seconded by Stephen Larsen to approve the NO PARKING 7:00 AM TO 4:00 PM SCHOOL DAYS on the north side in the 600 block of Emilie Street and the south side in the 600 block of Eliza Street between Monroe Avenue and Quincy Street to allow staff parking for the school district.

Yes: Dan Teaters, Stephen Larsen, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

3. *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)

Moved by Dan Teaters, seconded by Patrick Sorelle to refer to staff the request by Ald. Stevens to amend the existing policy to include traffic calming measures with all new and reconstructed streets.

Yes: Dan Teaters, Patrick Sorelle, and Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

4. *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)

Moved by Dan Teaters, seconded by Patrick Sorelle to refer to staff the request by Ald. Stevens to amend the existing policy to allow traffic calming measures on collector streets within the City.

Yes: Dan Teaters, Patrick Sorelle, and Stephen Larsen

No: None

Abstain: None

Voice vote. Motion carried.

F. INFORMATIONAL.

- I. Next Meeting: Monday, October 21, 2024.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

- I. Adjournment of the Monday, September 16, 2024 Traffic, Bicycle, and Pedestrian Commission meeting.

Moved by Stephen Larsen, seconded by Dan Teaters to adjourn the Monday, September 16, 2024 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Stephen Larsen, Dan Teaters, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.



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

MEETING DATE

October 21, 2024

PREPARED BY

AGENDA ITEM # E.I

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

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. I0 TRAFFIC SAFETY PLAN October 2024



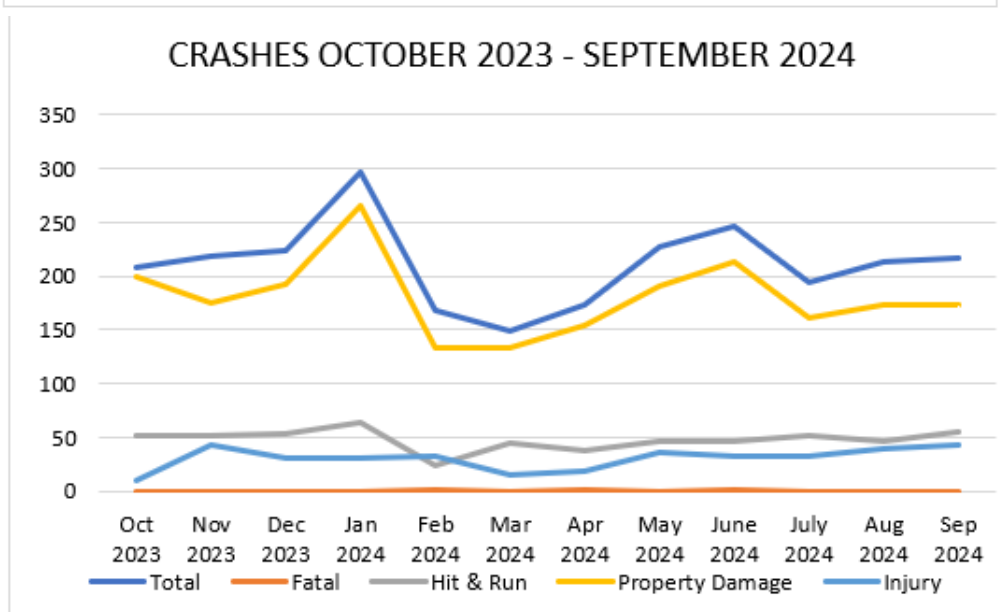
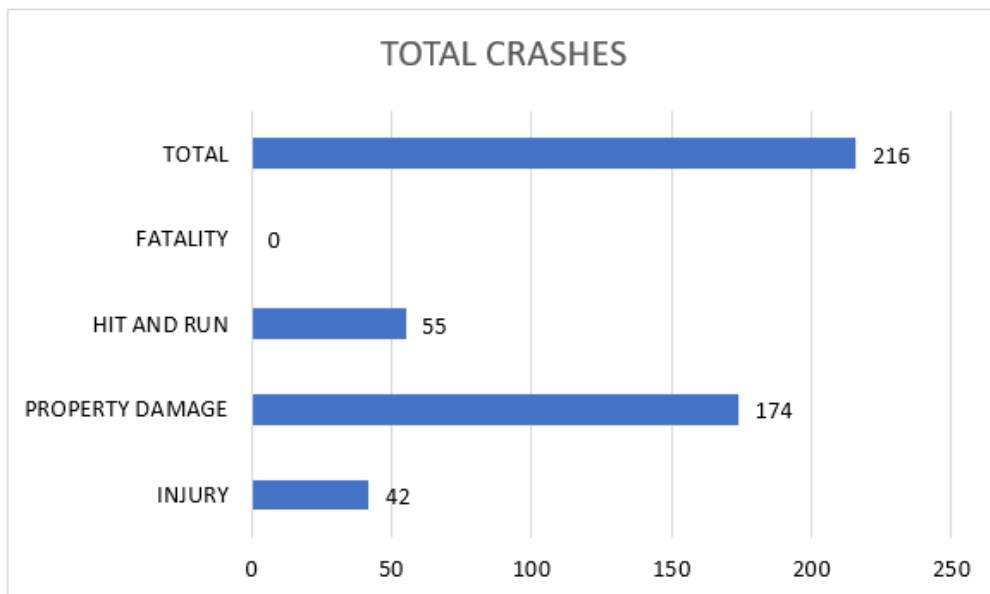
Green Bay Police Department

OCTOBER 2024

Traffic Safety Plan

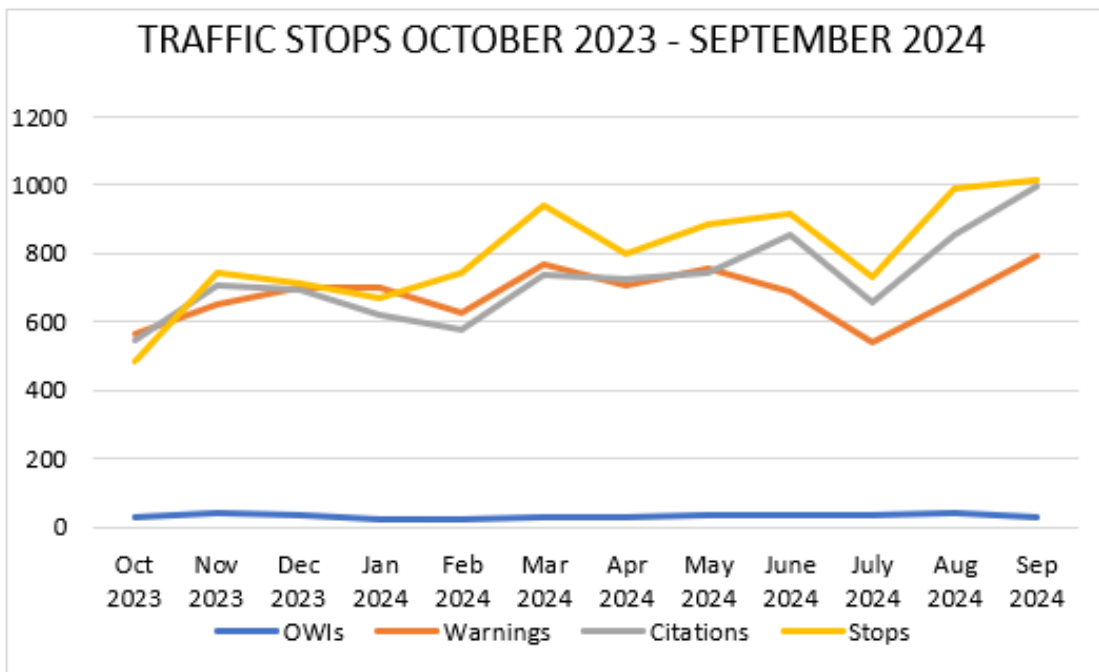
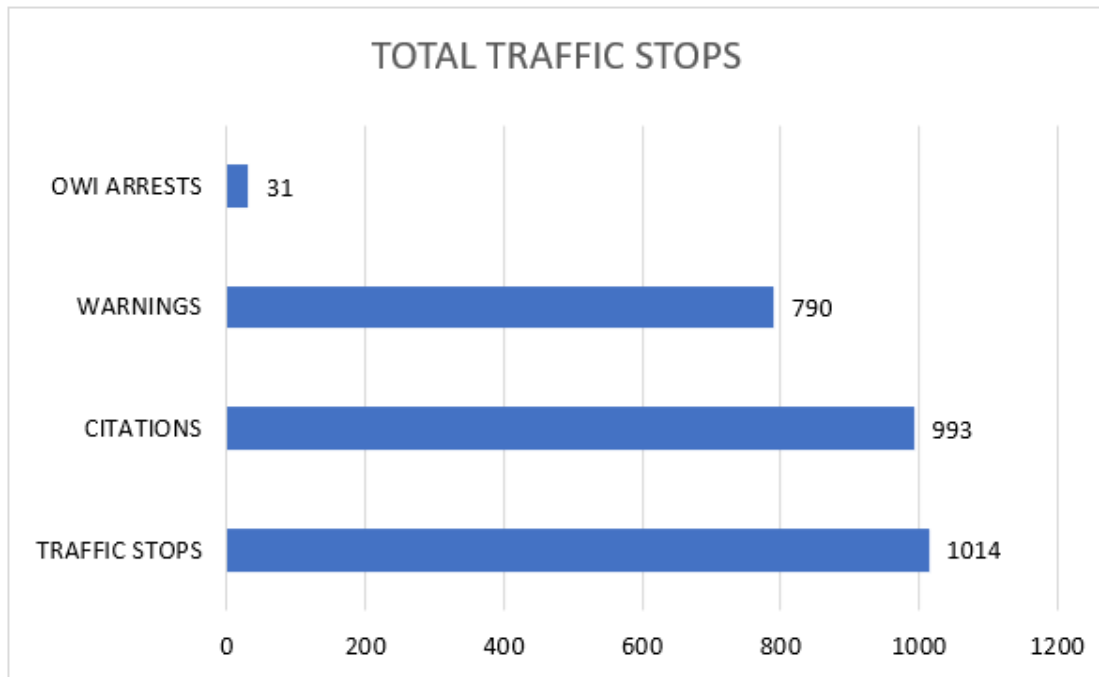
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The police department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the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

SEPTEMBER 2024 CRASH DATA



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

SEPTEMBER 2024 TRAFFIC STOPS



UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

* "FROGGER" PEDESTRIAN SAFETY ENFORCEMENT—October 2

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	LACOUNT RD	Speeding
A	1000 BLK MORAIN WAY	Loud exhaust
A	9TH ST / S MILITARY AV	Speeding
A	3000—3100 BLKS WEST POINT RD	Speeding
B	N MAPLE AV / DOUSMAN ST	Vehicles not stopping for crossing guard
B	S MAPLE AV / HOWARD ST	Stop sign violations
C	S MONROE AV / ELIZA ST	Speeding and crosswalk violations
C	WEBSTER AV / WALNUT ST	Speeding
C	1000 BLK STUART ST	Speeding
D	BADER ST / DECKNER AV	Stop sign violations
D	DEER TRL / WINCHESTER WY	Stop sign violations
D	DAVIES AV / NICOLET DR	Reckless driving
D	400 BLK ALPINE DR	Various traffic and stop sign violations during school drop off
D	DEBRA LN	Speeding
D	700 BLK JOHN ST	Mini bikes on trail and road

October is Pedestrian Safety Month



The Green Bay Police Department along with the US Department of Transportation's National Highway Traffic Safety Administration (NHTSA) is encouraging drivers to be aware and alert for pedestrians and to show down. All users of our roadways and sidewalks should be safe, and that includes pedestrians!

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)
- Ocsp Protection (1)
- Winter Road (1)



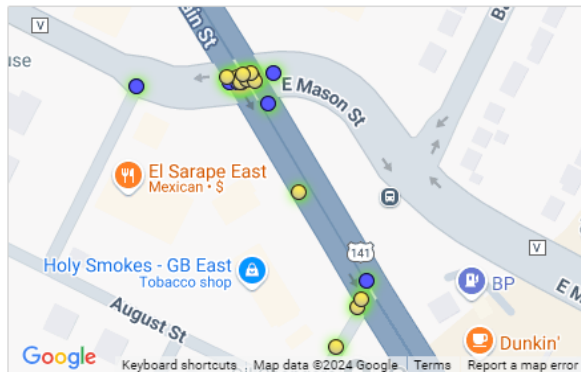
Analysis Area #3: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 16

Contributing Factors:

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



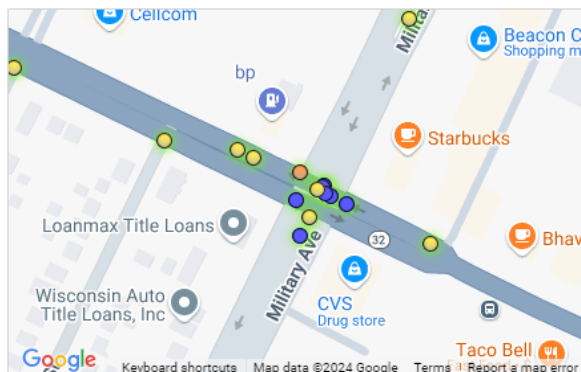
Analysis Area #4: GREEN BAY (C)

Roadway: 141

Total Crashes: 19

Contributing Factors:

- Teen Driver (5)
- Distracted (4)
- 65+ Driver (3)
- Hit & Run (2)
- Pedestrian (2)
- Motorcycle (1)
- Ocsp Protection (1)
- Impaired (1)
- Speed (1)
- Winter Road (1)



Analysis Area #5: GREEN BAY (C)

Roadway: 032

Total Crashes: 14

Contributing Factors:

- Teen Driver (3)
- Large Truck (2)
- Pedestrian (2)
- 65+ Driver (2)
- Bike (1)
- Ocsp Protection (1)
- Impaired (1)
- Winter Road (1)



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

MEETING DATE

October 21, 2024

PREPARED BY

AGENDA ITEM # E.2

Initial Request: Consideration with possible action on the request by Ald. Galvin to study the intersection of South Webster Avenue and Emilie Street to determine the need for a crossing guard. (Ald. Galvin - District 4)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 10-21-2024 S Webster & Emilie Crossing Guard
2. 10-21-2024 Crossing Guard Study Webster Avenue
3. 10-21-2024 Webster & Emilie Extended Study

Online Form Submittal: Alders' Petitions and Communications

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

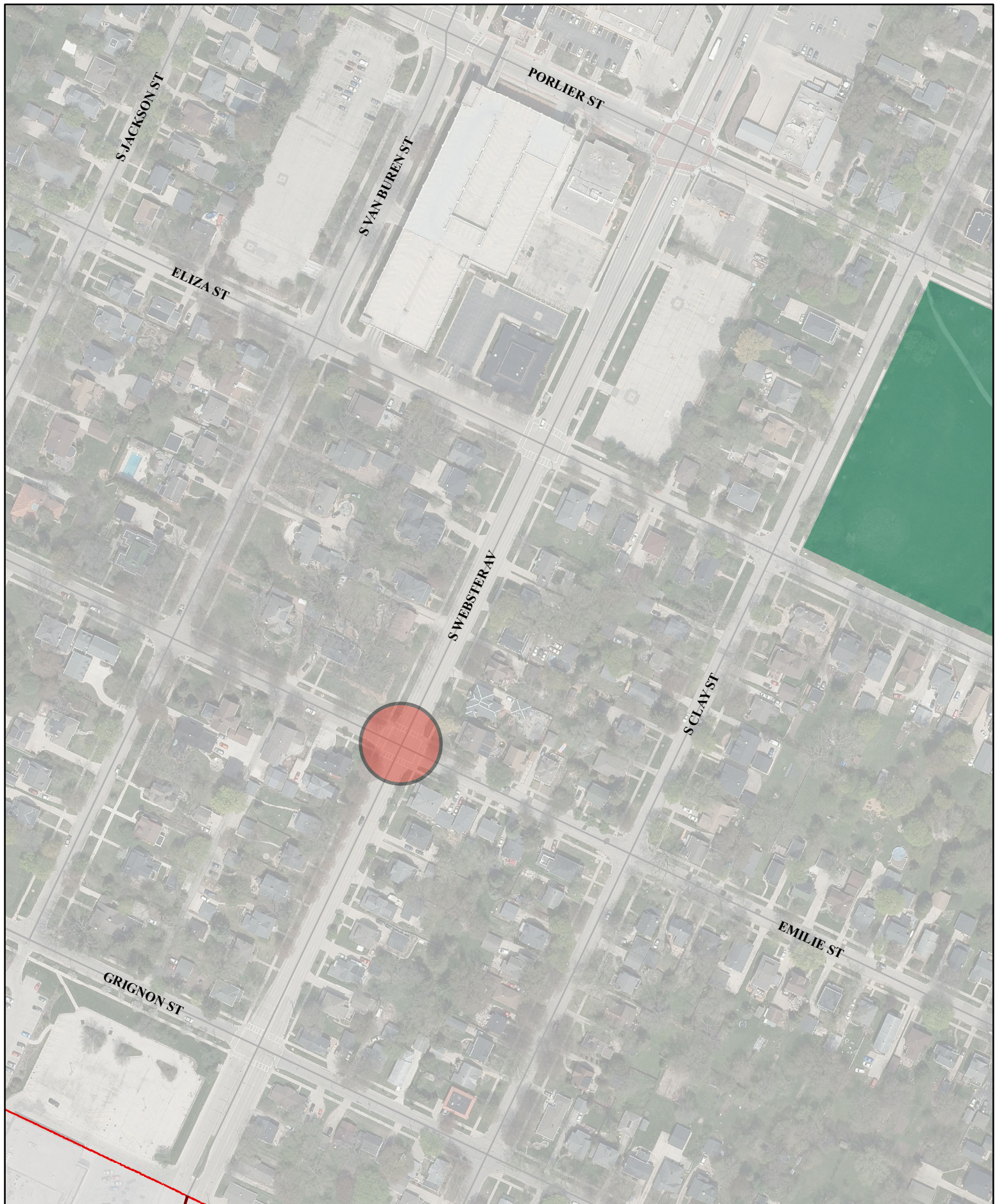
Date Mon 9/23/2024 11:28 AM

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

Alders' Petitions and Communications

Name	Bill Galvin
Committee Name	Traffic, Bicycle, and Pedestrian Commission
Text of Communication	On behalf of constituents, I am requesting a traffic study be done to determine if a crossing guard should be placed at the intersection of S. Webster and Emilie Streets to assist students crossing S. Webster St. to school at Aldo Leopold School,

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



1 in = 200 ft

City of Green Bay, WI

Adult Crossing Guard Survey

Date of study: 10/9 and 10/11

Students on: Webster Crossing: Emilie

Time of study: From : 7:40 AM To : 7:50 AM

Hazard rating

Vehicles: 268 vehicles / 100 = 2.68 2.68

Pavement width: 50 feet / 10 = 5 5

Pedestrians

Up to 10 per group: 5 peds / 10 = 0.5

10 or more per group: peds / 100 = 0

Posted speed limit: 25 MPH 0 0

Hazard Rating Range: 7.68 to 8.18

Students on: Webster Crossing: Emilie

Time of study: From : 3:15 PM To : 3:45 PM

Hazard rating

Vehicles: 388 vehicles / 100 = 2.68 2.68

Pavement width: 50 feet / 10 = 5 5

Pedestrians

Up to 10 per group: 5 peds / 10 = 0.5

10 or more per group: peds / 100 = 0

Posted speed limit: MPH 0 0

Hazard Rating Range: 7.68 to 8.18

Vehicle volume adjustment factors:

- 1) Traffic signals installed -- use 25% of vehicle volume
- 2) One-way street -- use 67% of vehicle volume
- 3) Median strip present -- use 50% of vehicle volume
- 4) Traffic signal installed on a one-way street -- use 16.67% of vehicle volume
- 5) Median strip present with traffic signal -- use 12.5% of vehicle volume

Posted vehicle speed point values:

25 MPH = 0 points, 30 MPH = 3 points, 35 MPH = 6 points, 40 MPH = 9 points, 45 MPH = 12 points

NOTE: The minimum hazard rating for which a crossing guard is warranted is 16.0 points. This criteria was adopted by the Traffic Commission and Common Council in November of 1964.

Traffic Crash Summary

Webster Avenue at Eliza Street

2018 to 2024

Case #	Date	Time	Injuries	Description
24-215805	Monday, April 1, 2024	3:12 PM	0	EB Failed to Yield R/W to SB vehicle
24-205412	Thursday, February 1, 2024	11:17 AM	0	EB Failed to Yield R/W to SB vehicle
21-268644	Friday, December 3, 2021	3:14 PM	0	EB Failed to Yield R/W to SB vehicle

Traffic Crash Summary

Webster Avenue at Emilie Street

2018 to 2024

Case #	Date	Time	Injuries	Description
23-218845	Tuesday, April 11, 2023	2:58 PM	Turkey	Vehicle struck by Turkey
22-207127	Friday, February 11, 2022	7:51 AM	1	EB Failed to Yield R/W to SB vehicle
21-227671	Friday, May 28, 2021	2:46 PM	0	NB Rear End



Start: 2024-09-09
End: 2024-10-11
Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150

Overall Summary

Total Days of Data: 33

Speed Limit: 25

Average Speed: 28.58

50th Percentile Speed: 29.19

85th Percentile Speed: 33.11

Pace Speed Range: 25-35

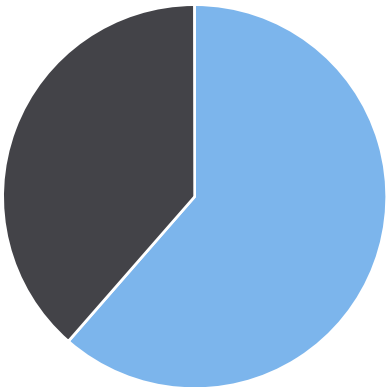
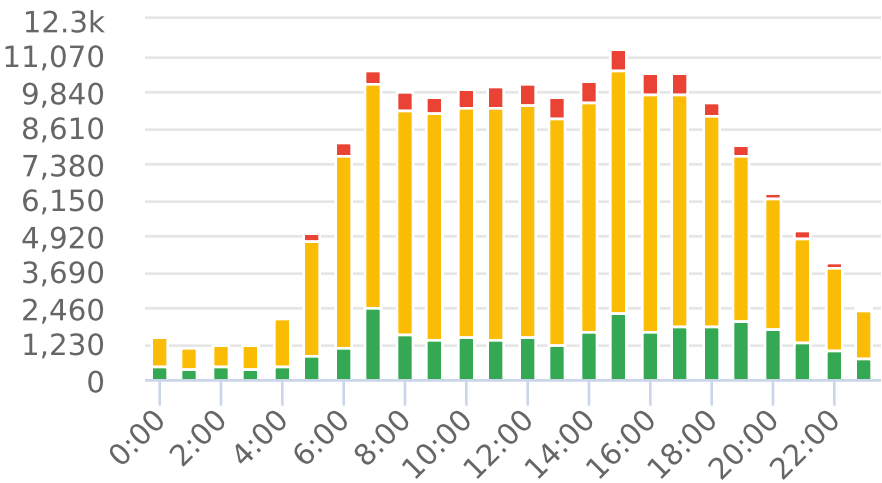
Minimum Speed: 10

Maximum Speed: 75

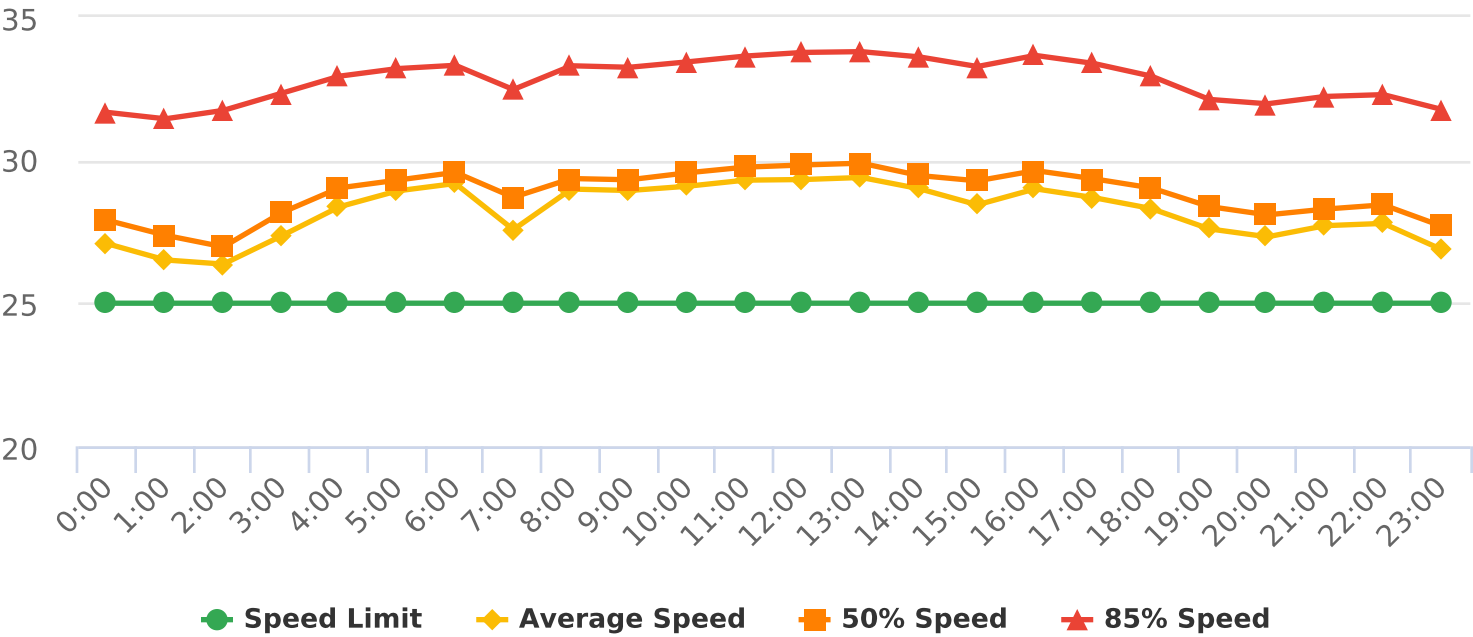
Display Mode: Speed Display

Average Volume per Day: 5097.3

Total Volume: 168210



● Violators ● Inside Threshold ● Compliant ● Vehicles Slowed ● Other





Start: 2024-09-09

End: 2024-10-11

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	25	1534	53	3.5%	47.9	1.7	10	56	27.1	27.9	31.7	65.4%
1:00	Speed Display	25	1125	41	3.6%	35.2	1.3	10	50	26.5	27.4	31.4	64.6%
2:00	Speed Display	25	1210	46	3.8%	37.8	1.4	10	47	26.4	27.0	31.7	57.2%
3:00	Speed Display	25	1251	61	4.9%	39.1	1.9	10	44	27.3	28.2	32.3	55.8%
4:00	Speed Display	25	2214	143	6.5%	69.2	4.5	10	54	28.4	29.0	32.9	62.8%
5:00	Speed Display	25	5022	312	6.2%	156.9	9.8	10	55	28.9	29.3	33.2	64.6%
6:00	Speed Display	25	8138	500	6.1%	254.3	15.6	10	53	29.2	29.6	33.3	63.5%
7:00	Speed Display	25	10540	402	3.8%	329.4	12.6	10	51	27.6	28.7	32.5	56.5%
8:00	Speed Display	25	9806	612	6.2%	306.4	19.1	10	52	29.0	29.4	33.3	60.2%
9:00	Speed Display	25	9690	570	5.9%	302.8	17.8	10	54	28.9	29.3	33.2	63.3%
10:00	Speed Display	25	9964	644	6.5%	311.4	20.1	10	55	29.1	29.6	33.4	62.5%
11:00	Speed Display	25	10012	764	7.6%	323.0	24.6	10	56	29.3	29.8	33.6	62.6%
12:00	Speed Display	25	10127	783	7.7%	326.7	25.3	10	52	29.3	29.8	33.8	62.8%
13:00	Speed Display	25	9654	768	8.0%	311.4	24.8	10	53	29.4	29.9	33.8	61.8%
14:00	Speed Display	25	10213	698	6.8%	319.2	21.8	10	49	29.0	29.5	33.6	61.2%
15:00	Speed Display	25	11280	689	6.1%	352.5	21.5	10	75	28.4	29.3	33.3	58.8%
16:00	Speed Display	25	10521	753	7.2%	328.8	23.5	10	51	29.0	29.6	33.7	61.2%
17:00	Speed Display	25	10490	749	7.1%	327.8	23.4	10	52	28.7	29.3	33.4	60.4%
18:00	Speed Display	25	9502	524	5.5%	296.9	16.4	10	51	28.3	29.0	32.9	61.1%
19:00	Speed Display	25	7994	328	4.1%	249.8	10.3	10	70	27.6	28.4	32.1	61.1%
20:00	Speed Display	25	6393	186	2.9%	199.8	5.8	10	55	27.3	28.1	32.0	63.3%
21:00	Speed Display	25	5059	206	4.1%	158.1	6.4	10	52	27.7	28.3	32.2	62.8%
22:00	Speed Display	25	4004	171	4.3%	125.1	5.3	10	50	27.8	28.4	32.3	62.1%
23:00	Speed Display	25	2467	98	4.0%	77.1	3.1	10	47	26.9	27.7	31.8	62.9%
Total Volumes/ Avg			168210	10101	6.0%	5286.6	318.0	10	75	28.2	28.8	32.8	61.6%
Total/Avg w/o Feedback			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a
Total/Avg w/ Feedback			168210	10101	6.0%	5286.6	318.0	10	75	28.2	28.8	32.8	61.6%



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

MEETING DATE

October 21, 2024

PREPARED BY

AGENDA ITEM # E.3

Termination of 90-day Trial: Remove the THREE-HOUR NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Franz Avenue, both sides, from a point 990 feet west of Main Street to a point 40 feet west of Main Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 21, 2024

PREPARED BY

AGENDA ITEM # E.4

Termination of 90-day Trial: Remove the NO PARKING 7:00 AM - 4:00 PM SCHOOL DAYS restriction on Franz Avenue, both sides, from a point 990 feet west of Main Street to a point 1,130 feet west of Main Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 21, 2024

PREPARED BY

AGENDA ITEM # E.5

Termination of 90-day Trial: Establish a 2-WAY YIELD condition at Paula Street to Durham Road.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 21, 2024

PREPARED BY

AGENDA ITEM # E.6

Termination of 90-day Trial: Establish a 2-WAY YIELD condition at Wiggins Way to Durham Road.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

October 21, 2024

PREPARED BY

AGENDA ITEM # E.7

Refer back from Initial 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. COGB Traffic Calming Policy September 2024
2. Comments received from G Bader

City of Green Bay **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?	4
What are Traffic Calming Measures?	4
The Traffic Calming Process	5
Step 1 — Report the Problem	5
Step 2 — Neighborhood Consensus	5
Step 3 — Data Collection	5
Step 4 — Stage 1 Traffic Calming	6
Step 5 — Follow-up Data Collection	7
Step 6 — Stage 2 Traffic Calming Study	7
Step 7 — City Council Approval	11
Prioritization	11
Pros and Cons of Stage 2 Traffic Calming	12
Traffic Calming Request Form	16
Neighborhood Petition Form	17
Appendix 1 — Traffic Calming Flow Chart	19
Appendix 2 — Point Assignment for Ranking Requests	20

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 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?

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 Traffic Calming Process?

This section describes the process, regulations, and requirements of the Green Bay 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” 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 at <https://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. Data will be collected through the use of traffic road tubes at a location determined by the Traffic Engineer.

Speeding Problem Thresholds:

- If 15% of the vehicles driving on the roadway are traveling at speeds 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 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.

- **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.

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.

The City shall make every effort to collect the follow up data to as close as possible to the location of the original data collected in Step 3.

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.

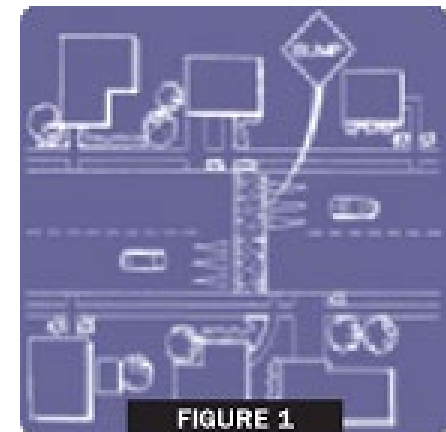
STEP 6 — Stage 2 Traffic Calming Study

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.

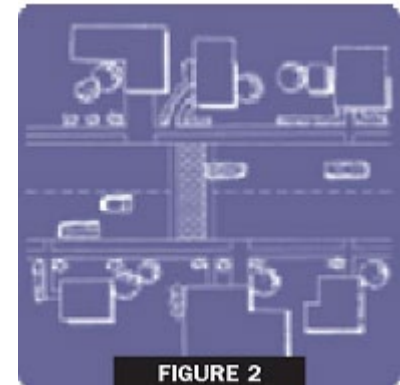
See Figure 1.



- **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.



- **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.



- **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



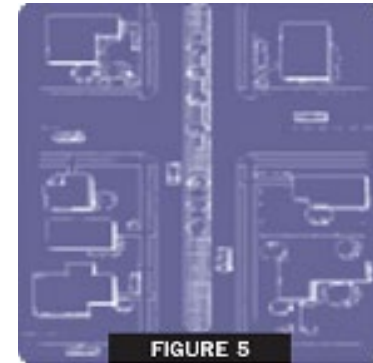
generally results in reduced traffic speeds and provides pedestrians with shorter crossing distances.

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.

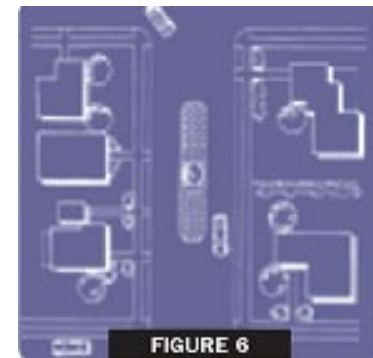
See Figure 5.



- **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.



- **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.

- **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



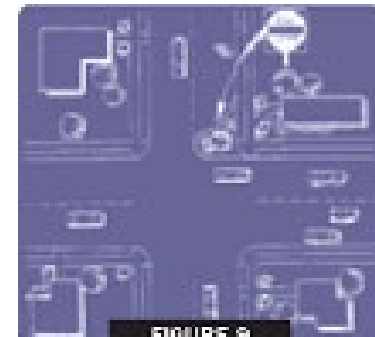
- **One-Way Streets**

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.

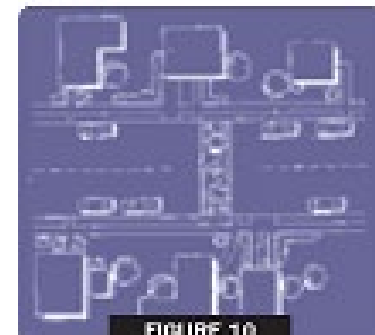
See Figure 9.



- **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 bicyclist 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 #
------	---------	---------

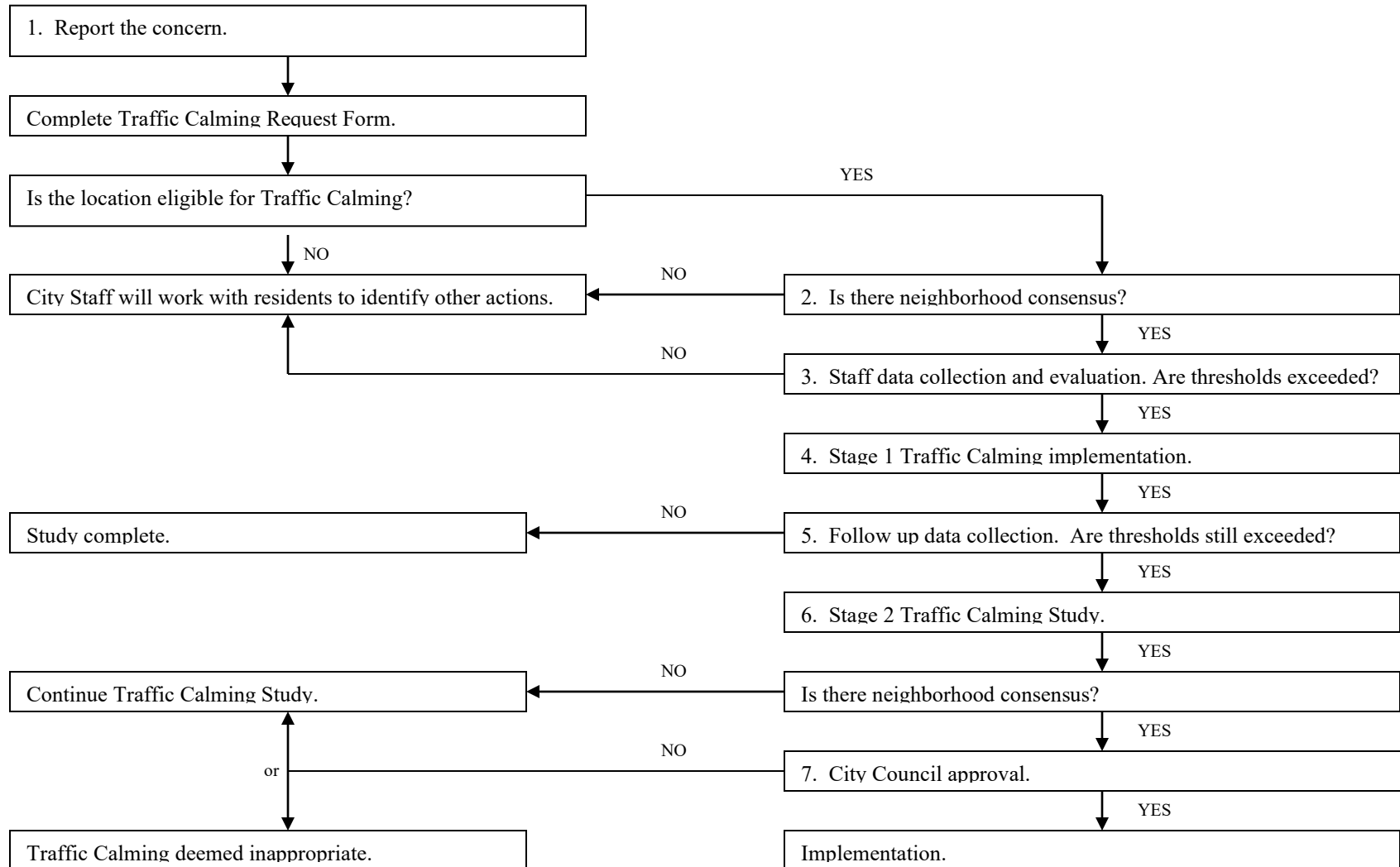
Name	Address	Phone #
------	---------	---------

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.	5
	If the petition area includes one or more crossing guard locations	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 Neighborhood 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.
- * The point total is considered along with other information when determining the priority of a project.

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 to reactive 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.

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 preferred 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

October 21, 2024

PREPARED BY

AGENDA ITEM # E.8

Refer back from Initial 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

None