



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, NOVEMBER 18, 2024, 5:00 PM

In person at City Hall, Room 310.

Virtual attendance also available via Zoom.

A. Zoom Meeting Information.

- I. Join Zoom Meeting Online:

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

Or call in by phone: +1 312 626 6799

Meeting ID: 881 4223 6222

Passcode: 938023

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

B. Roll Call.

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

C. Approval of the Agenda.

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

D. Approval of Minutes.

- I. Approval of the Monday, October 21, 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. Proffitt to add movable signage on Atkinson Drive exit of I-43 to call out the industrial semi-truck routes vs. residential routes. (Ald. Proffitt - District 7)
3. *Termination of 90-day Trial:* Establish a 4-WAY STOP condition on Irwin Avenue at Eliza Street.
4. *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)
5. *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.

- I. Next Meeting: Monday, December 16, 2024.

G. Public Hearings.

H. Adjournment.

- I. Adjournment of the Monday, November 18, 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, 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, Dan Teaters, and Traffic Sergeant Sean Hamill.

Present and Not Voting: Daniel Theno

Present and Voting: Dan Teaters, Craig Stevens, Kasha Huntowski, Patrick Sorelle, Stephen Larsen, and Traffic Sergeant Sean Hamill

Others Present: DPW Director Steven Grenier, Traffic Engineer Tom Schuurmans, and Administrative Clerk Sheila Petitjean

C. APPROVAL OF THE AGENDA.

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

Moved by Kasha Huntowski, seconded by Stephen Larsen to approve the October 21, 2024 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Yes: Stephen Larsen, Patrick Sorelle, Dan Teaters, Sean Hamill, Craig Stevens, and Kasha Huntowski

No: None

Abstain: None

Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

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

Moved by Kasha Huntowski, seconded by Stephen Larsen to approve the Monday, September 16, 2024 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Yes: Kasha Huntowski, Stephen Larsen, Craig Stevens, Patrick Sorelle, Sean Hamill, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

E. REGULAR BUSINESS.

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

Moved by Craig Stevens, seconded by Dan Teaters 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, Patrick Sorelle, Craig Stevens, Sean Hamill, and Kasha Huntowski

No: None

Abstain: None

Voice vote. Motion carried.

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)

Moved by Craig Stevens, seconded by Stephen Larsen to deny the request by Ald. Galvin to study the intersection of South Webster Avenue and Emilie Street to determine the need for a crossing guard.

Yes: Craig Stevens, Sean Hamill, Dan Teaters, Kasha Huntowski, Stephen Larsen, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

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.

Moved by Stephen Larsen, seconded by Kasha Huntowski to 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, and adopt by ordinance.

Yes: Stephen Larsen, Kasha Huntowski, Patrick Sorelle, Dan Teaters, Craig Stevens, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

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.

Moved by Stephen Larsen, seconded by Kasha Huntowski to 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, and adopt by ordinance.

Yes: Stephen Larsen, Kasha Huntowski, Craig Stevens, Sean Hamill, Dan Teaters, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

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

Moved by Stephen Larsen, seconded by Kasha Huntowski to establish a 2-WAY YIELD condition at Paula Street to Durham Road, and adopt by ordinance.

Yes: Stephen Larsen, Kasha Huntowski, Craig Stevens, Sean Hamill, Patrick Sorelle, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

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

Moved by Stephen Larsen, seconded by Kasha Huntowski to establish a 2-WAY YIELD condition at Wiggins Way to Durham Road, and adopt by ordinance.

Yes: Stephen Larsen, Kasha Huntowski, Craig Stevens, Sean Hamill, Patrick Sorelle, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

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)

Moved by Craig Stevens, seconded by Kasha Huntowski to hold the request by Ald. Stevens to amend the existing policy to allow traffic calming measures on collector streets within the City.

Yes: Craig Stevens, Kasha Huntowski, Dan Teaters, Patrick Sorelle, Stephen Larsen, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

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)

Moved by Craig Stevens, seconded by Kasha Huntowski to hold the request by Ald. Stevens to amend the existing policy to include traffic calming measures with all new and reconstructed streets.

Yes: Craig Stevens, Kasha Huntowski, Patrick Sorelle, Dan Teaters, Stephen Larsen, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

F. INFORMATIONAL.

- I. Next Meeting: Monday, November 18, 2024.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

Moved by Dan Teaters, seconded by Kasha Huntowski to adjourn the Monday, October 21, 2024 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Dan Teaters, Kasha Huntowski, Stephen Larsen, Sean Hamill, Patrick Sorelle, and Craig Stevens

No: None

Abstain: None

Voice vote. Motion carried.



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

MEETING DATE

November 18, 2024

PREPARED BY

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

- I. II TRAFFIC SAFETY PLAN November 2024



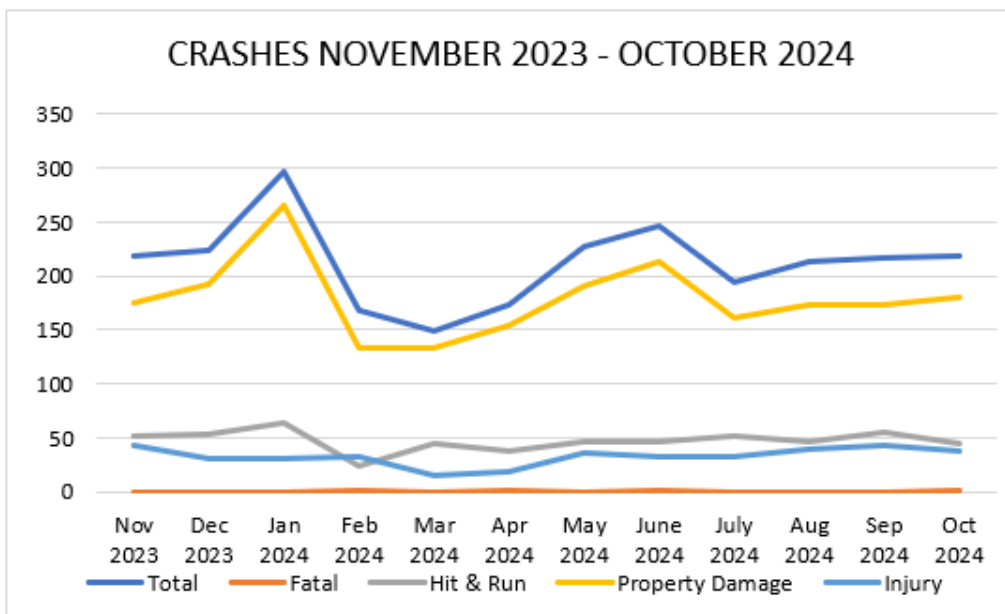
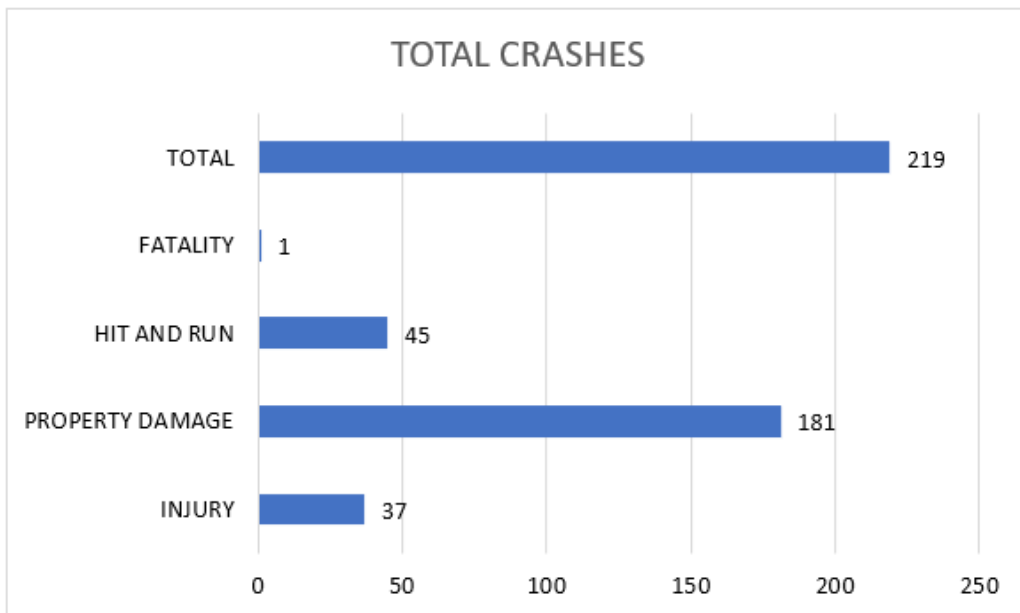
Green Bay Police Department

NOVEMBER 2024

Traffic Safety Plan

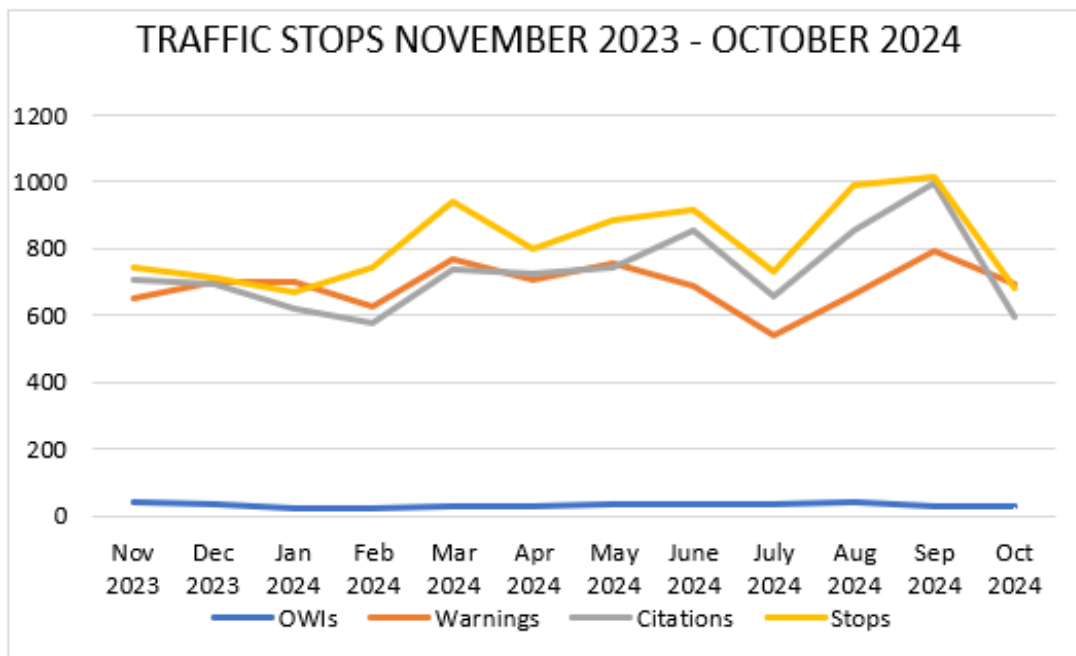
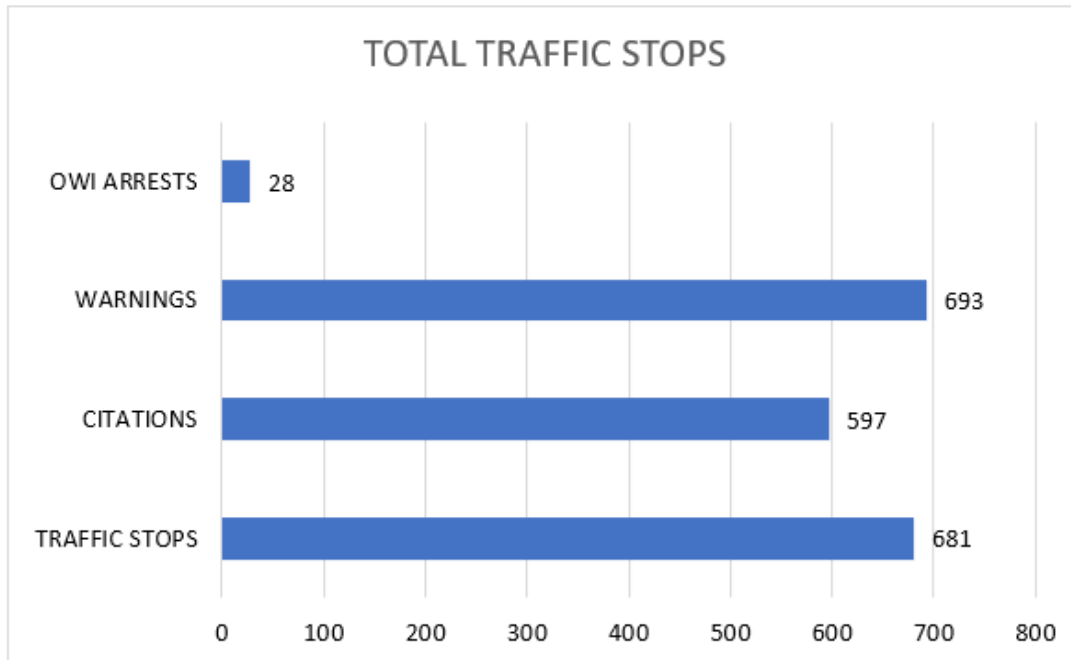
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The police department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the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

OCTOBER 2024 CRASH DATA



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

OCTOBER 2024 TRAFFIC STOPS



UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * BROWN COUNTY OWI TASK FORCE—November 1, 2, 23, and 27
- * LOCAL ALCOHOL ENFORCEMENT—November 8, 9, 15, 16, 22, 29 and 30
- * BROWN COUNTY SPEED / RECKLESS DRIVING ENFORCEMENT—November 13

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	1100 S FISK AV	Speeding
A	1600 CAREFYL DR	Vehicles revving engines
A	1300 HOBART DR	Vehicles blocking driveways during school drop off/pick up
B	900 BLK 9TH ST	Speeding
B	9TH ST / NORWOOD AV	Speeding
B	SHAWANO AV / ASHLAND AV	Speeding
B	1000 BLK S BROADWAY	Speeding—late night/early morning hours
C	S BAIRD ST	Speeding
C	S MONROE AV / EMILIE ST	Speeding
C	S WEBSTER AV / EMILIE ST	Speeding
C	N BAIRD ST / E WALNUT ST	Sign violations
C	S BAIRD ST / ELIZA ST	Vehicles violating bus stop sign
D	E MASON ST / HARTUNG ST	Sign violations
D	NEWTOLS ST / VAN DEUREN ST	Stop sign violations
D	2700 BLK ENGLEWOOD RD	Loud music from vehicles
D	200 BLK ALPINE DR	Illegal passing
D	S HURON RD / BAY HIGHLANDS DR	Failure to yield to pedestrians
D	1900 BLK MARY QUEEN RD	Speeding and loud exhaust
D	1800 BLK NEWBERRY AV	Speeding and loud exhaust

Safely Celebrate the Holidays

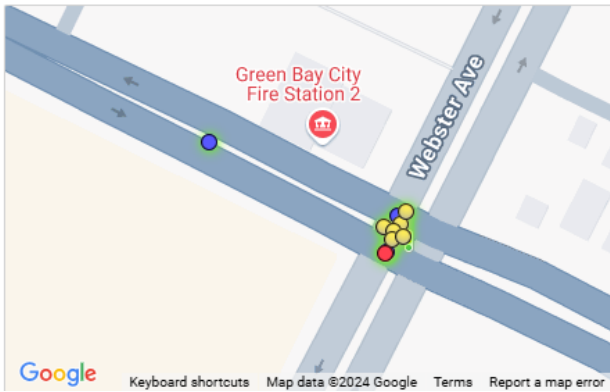


For many people, November is the beginning of a busy holiday season of parties and gatherings, many which include alcohol. While you make your holiday plans, also make plans for sober rides home. Designate a sober driver or plan to utilize taxis or ride share apps. If you are hosting, consider offering non-alcoholic drink options. Safe roadways are something we all can be thankful for.

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.



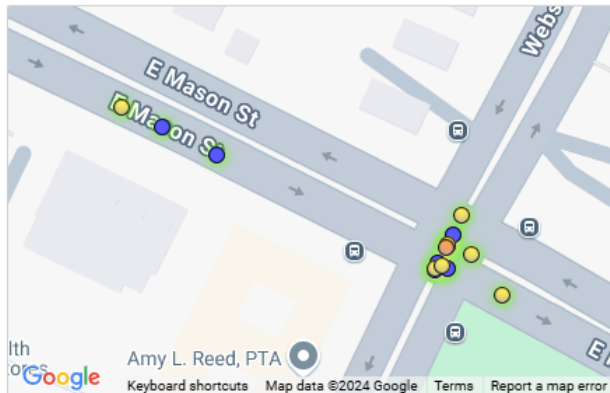
Analysis Area #1: GREEN BAY (C)

Roadway: WEBSTER AVE N

Total Crashes: 11

Contributing Factors:

- 65+ Driver (5)
- Teen Driver (2)
- Bike (1)
- Motorcycle (1)
- Pedestrian (1)
- Occp Protection (1)
- Winter Road (1)



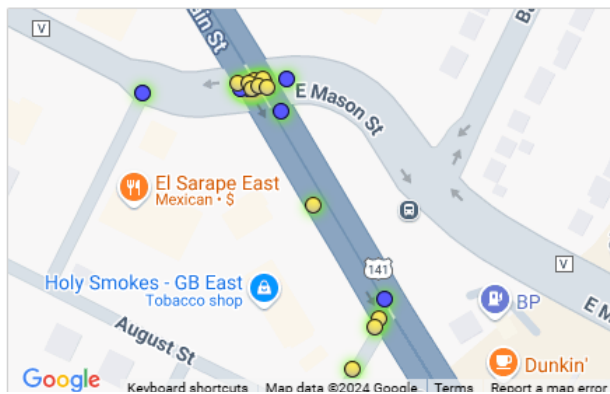
Analysis Area #3: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 15

Contributing Factors:

- 65+ Driver (5)
- Teen Driver (2)
- Bike (1)
- Motorcycle (1)
- Pedestrian (1)
- Occp Protection (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)
- Occp Protection (1)
- Impaired (1)
- Speed (1)
- Winter Road (1)



Analysis Area #5: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 9

Contributing Factors:

- Hit & Run (1)
- Occp Protection (1)
- Impaired (1)
- Distracted (1)
- 65+ Driver (1)
- Winter Road (1)



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

MEETING DATE

November 18, 2024

PREPARED BY

AGENDA ITEM # E.2

Initial Request: Consideration with possible action on the request by Ald. Proffitt to add movable signage on Atkinson Drive exit of I-43 to call out the industrial semi-truck routes vs. residential routes. (Ald. Proffitt - District 7)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

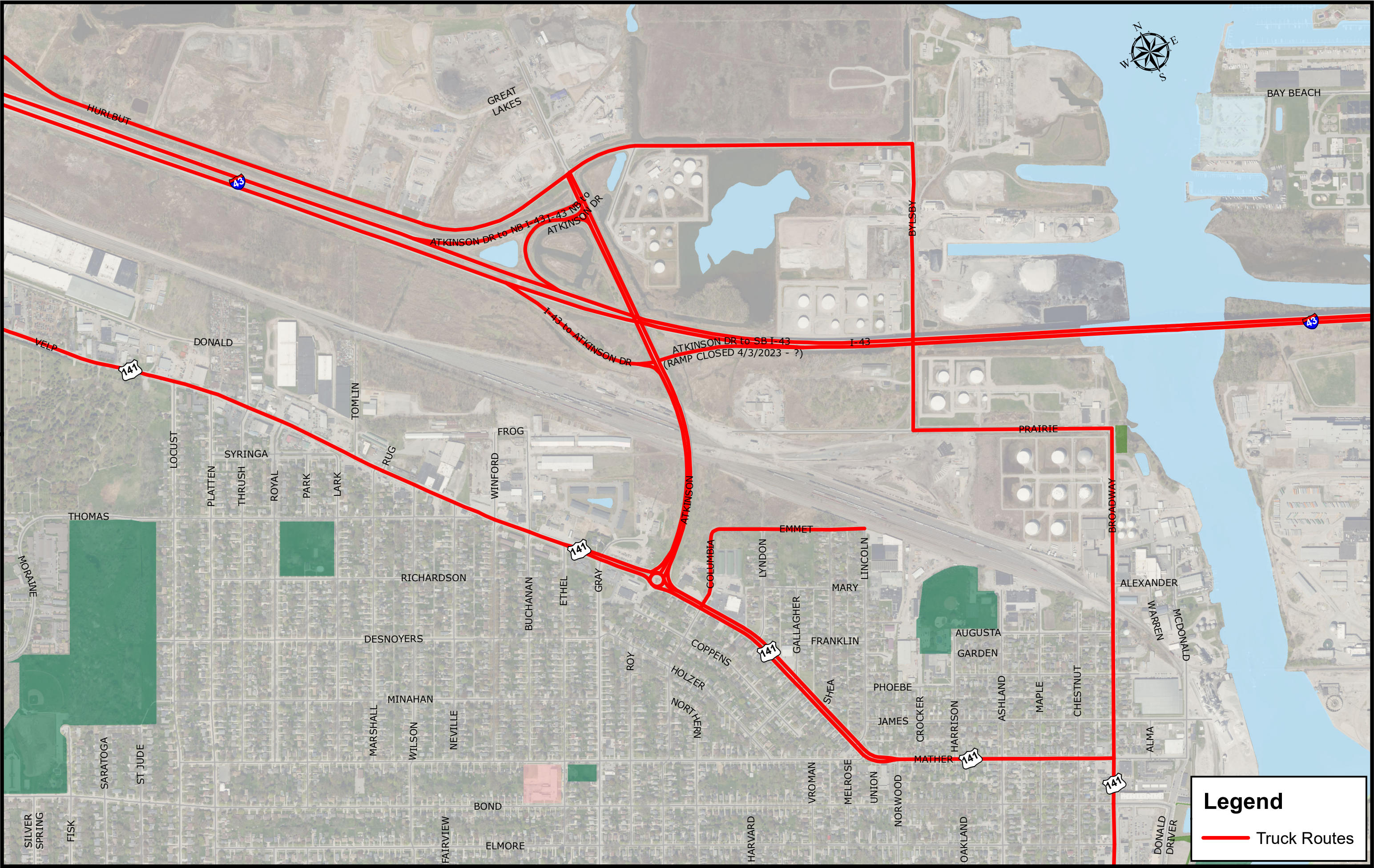
1. 11-18-2024 Atkinson Communication
2. 11-18-2024 Atkinson Dr Map

From: noreply@civicplus.com
To: [Celestine Jeffreys](#); [Eric Genrich](#); [Amaad Rivera](#); [Joseph Faulds](#)
Subject: Online Form Submittal: Alders' Petitions and Communications
Date: Monday, October 21, 2024 1:08:36 PM

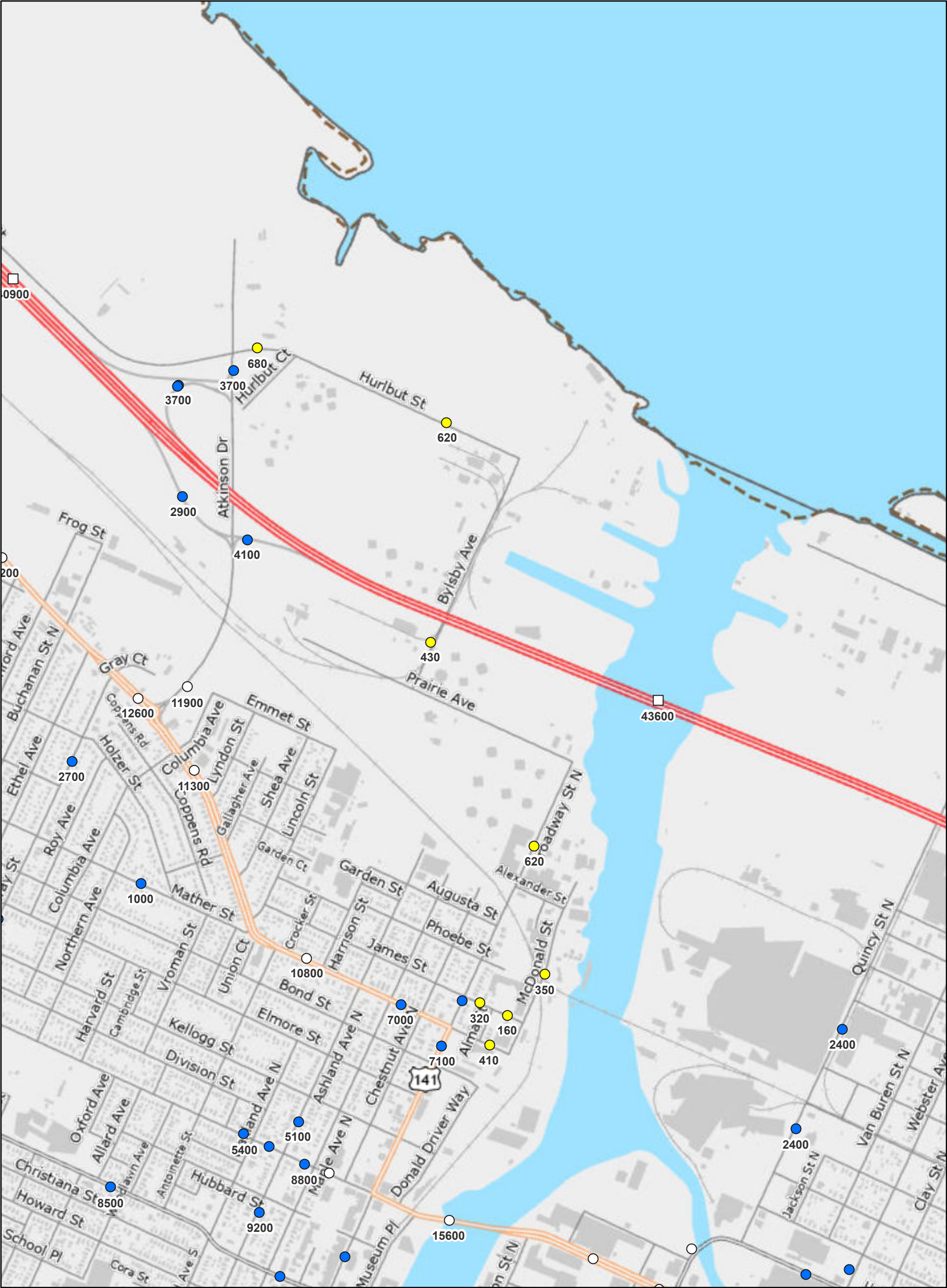
Alders' Petitions and Communications

Name	Alyssa Proffitt
Committee Name	Traffic, Bicycle, and Pedestrian Commission
Text of Communication	To refer to staff the possibility of adding movable signage on Atkinson Drive exit of I-43 to call out the industrial semi routes vs residential routes.

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



WisDOT 2022 Traffic Counts



11/12/2024, 9:59:12 AM

Traffic Count Sites - Continuous

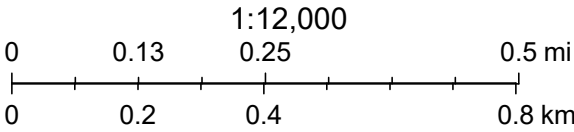
□ > 9,999 – 49,999

Traffic Count Sites - Short Duration

● 0 – 999

● > 999 – 9,999

○ > 9,999 – 49,999

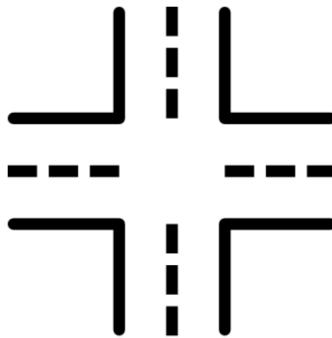


Passenger Vehicles & Trucks

24-hr Traffic Counts, Fri Jun 22 – Thu Jun 28, 2018

Class	Direction	Mon-Thu	Fri	Sat	Sun
Class 1-8 (24-hr)	NB	582	626	373	307
Class 9-13 (24-hr)	NB	157	174	65	57
Class 1-8 (24-hr)	SB	576	586	378	271
Class 9-13 (24-hr)	SB	213	233	93	72
Class 1-8 (24-hr)	Both	1,158	1,212	751	578
Class 9-13 (24-hr)	Both	370	407	158	129
TOTAL	Both	1,528	1,619	909	707
% Trucks		24%	25%	17%	18%

Class	Direction	Mon-Thu	Fri	Sat	Sun
Class 1-8 (24-hr)	EB	170	179	153	124
Class 9-13 (24-hr)	EB	0	1	0	0
Class 1-8 (24-hr)	WB	123	149	109	86
Class 9-13 (24-hr)	WB	2	1	0	0
Class 1-8 (24-hr)	Both	293	328	262	210
Class 9-13 (24-hr)	Both	2	2	0	0
TOTAL	Both	295	330	262	210
% Trucks		1%	1%	0%	0%



Class	Direction	Mon-Thu	Fri	Sat	Sun
Class 1-8 (24-hr)	NB	724	791	492	418
Class 9-13 (24-hr)	NB	160	192	60	56
Class 1-8 (24-hr)	SB	861	831	565	453
Class 9-13 (24-hr)	SB	251	268	100	72
Class 1-8 (24-hr)	Both	1,585	1,622	1,057	871
Class 9-13 (24-hr)	Both	411	460	160	128
TOTAL	Both	1,996	2,082	1,217	999
% Trucks		21%	22%	13%	13%



Passenger Vehicles & Trucks

24-hr Traffic Counts, Tue Apr 6 – Sun Apr 11, 2021



© 2021 Google

Imagery Date: 5/17/2018



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

MEETING DATE

November 18, 2024

PREPARED BY

AGENDA ITEM # E.3

Termination of 90-day Trial: Establish a 4-WAY STOP condition on Irwin Avenue at Eliza Street.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

November 18, 2024

PREPARED BY

AGENDA ITEM # E.4

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)

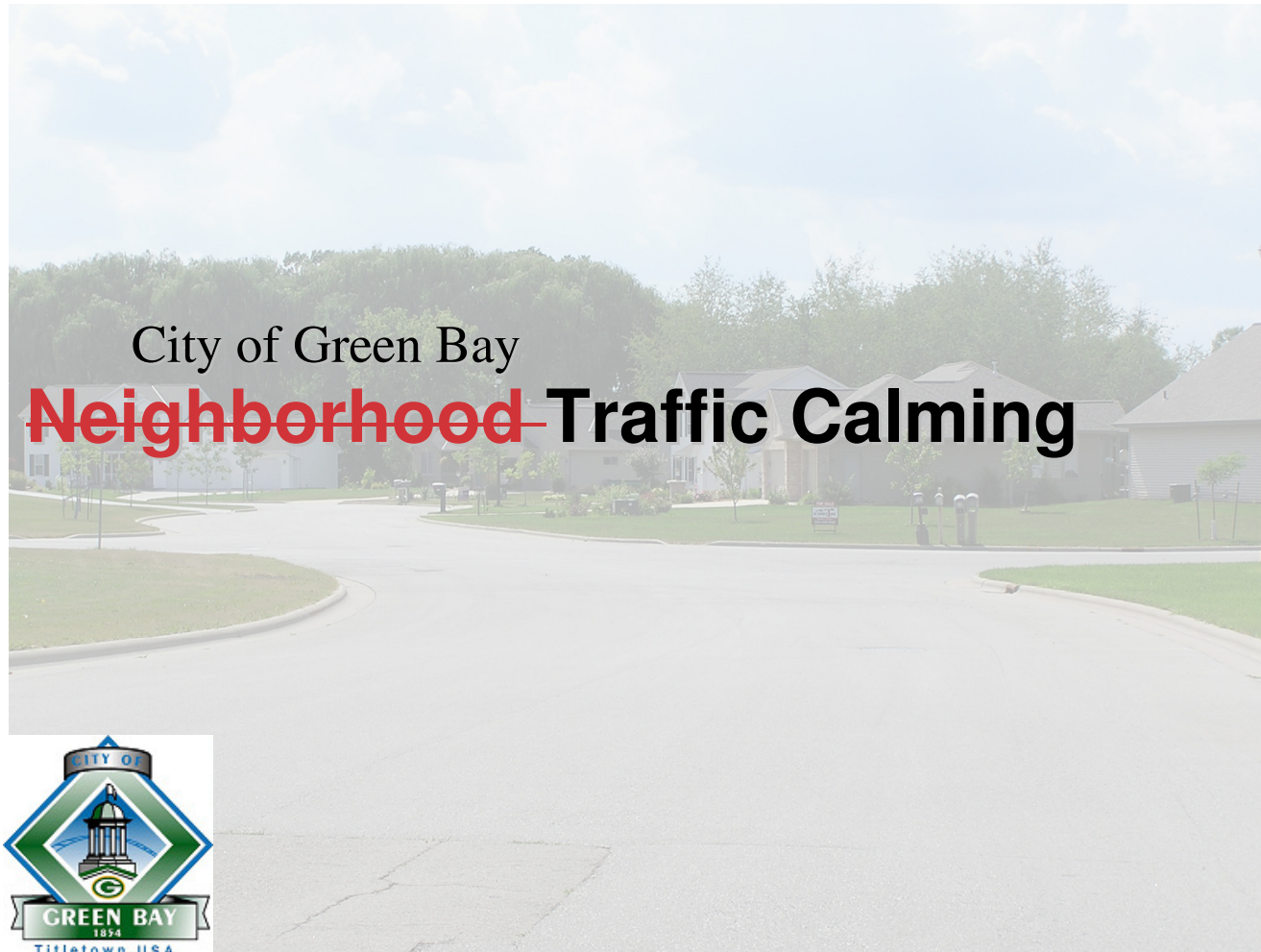
BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. 11-18-2024 Traffic Calming Attachments



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

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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 most cases, from neighborhood residents or businesses. In addition to reactive solutions, City staff will work with developers to consider traffic calming measures to be designed into new subdivisions or on reconstruction projects for existing streets, 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 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 ~~above 32 miles per hour (20 mph for alleyways)~~more than 5 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.

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.

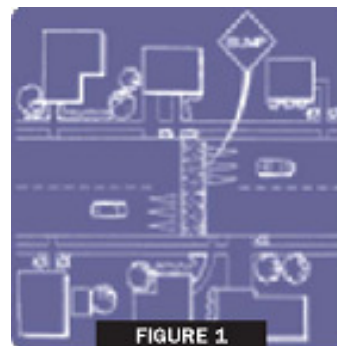
STEP 6 — Stage 2 Traffic Calming Study

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.

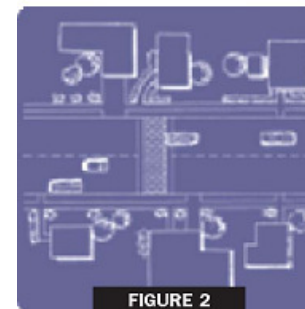
See Figure 1.



- **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.

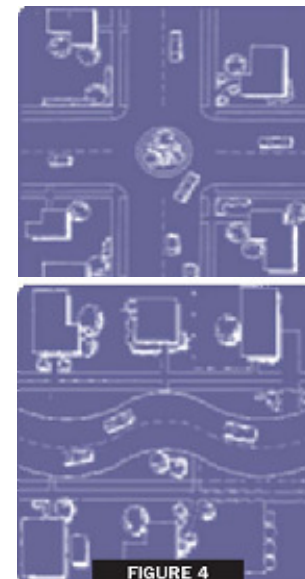
See Figure 2.



- **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

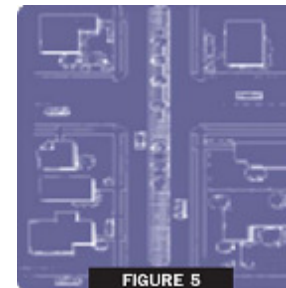
generally results in reduced traffic speeds and provides pedestrians with shorter crossing distances.

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.

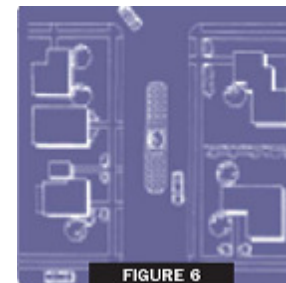
See Figure 5.



- **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.

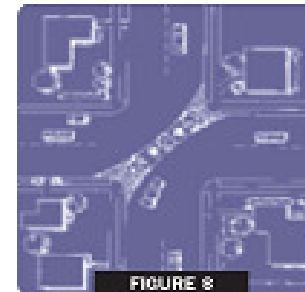


See Figure 7.

- **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.

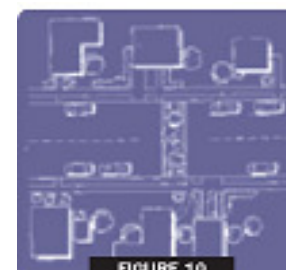
See Figure 9.



- **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:

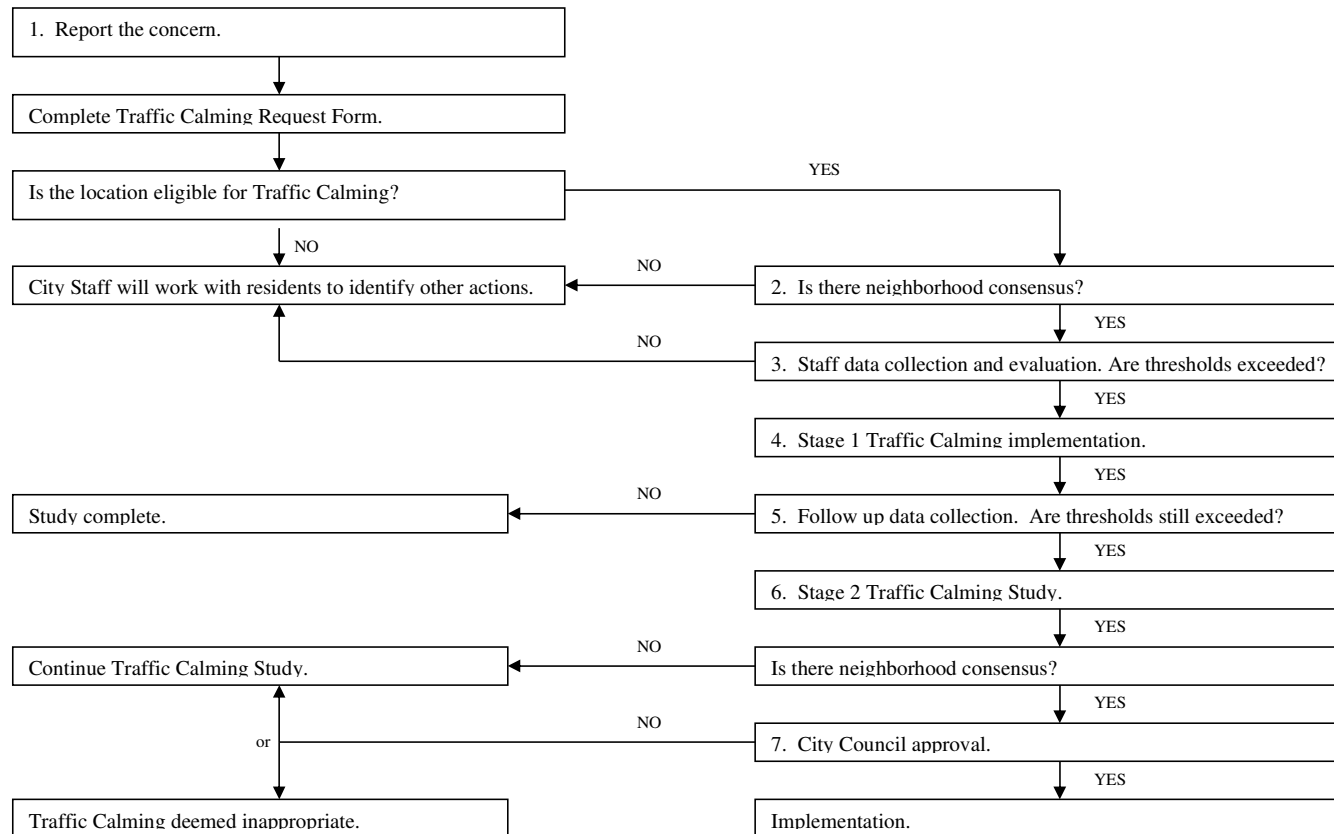
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Use next page or backside for additional signatures...

Only One Signature Per Address

1.	Name (print)	Address	Phone	Signature
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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

November 18, 2024

PREPARED BY

AGENDA ITEM # E.5

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