



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, JANUARY 13, 2025, 5:00 PM

**In person at City Hall, Room 203 Council Chambers.
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, January 13, 2025 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

D. Approval of Minutes.

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

E. Regular Business.

- I. *General Business*: Annual Election of Chair and Vice Chair.
2. *General Business*: Consideration with possible action on the reports by the Police Department

on the December 2024 and January 2025 Traffic Enforcement Unit Traffic Safety Plans. (All Alders)

3. *General Business:* Consideration with possible action on a request by Green Bay Area Public School District to convert the NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS to NO PARKING 7 AM TO 4 PM SCHOOL DAYS on the south side of Yorkshire Road from a point 435 feet east of Fagerville Road to a point 50 feet south of Fagerville Road.
4. *Termination of 90-day Trial Period:* Remove 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.
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)
6. *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)

F. Informational.

1. Next Meeting: Monday, February 17, 2025.

G. Public Hearings.

H. Adjournment.

1. Adjournment of the Monday, January 13, 2025 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, 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.

Present and Not Voting: Kasha Huntowski

Present and Voting: Dan Teaters, Craig Stevens, Patrick Sorelle, and Sean Hamill

Excused: Dan Theno

Absent: Stephen Larsen

Others Present: Traffic Engineer Tom Schuurmans, Administrative Clerk Sheila Petitjean, Alder Alyssa Proffitt, Brown County Supervisor Tom Friburg, and Citizen Jesse Wellens

C. APPROVAL OF THE AGENDA.

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

Moved by Craig Stevens, seconded by Dan Teaters to approve the November 18, 2024 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Yes: Craig Stevens, Dan Teaters, Patrick Sorelle, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

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

Moved by Craig Stevens, seconded by Patrick Sorelle to approve the Monday, October 21, 2024 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Yes: 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 Dan Teaters, seconded by Patrick Sorelle to receive and place on file the report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes: Dan Teaters, Patrick Sorelle, Sean Hamill, and Craig Stevens

No: None

Abstain: None

Voice vote. Motion carried.

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)

Moved by Craig Stevens, seconded by Dan Teaters to open the floor for discussion.

Yes: Craig Stevens, Dan Teaters, Patrick Sorelle, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

Brown County Supervisor Tom Friburg (1015 Gray Street, Green Bay) spoke in favor of the request.

Ald. Alyssa Proffitt spoke in favor of the request.

Moved by Craig Stevens, seconded by Patrick Sorelle to close the floor.

Yes: Craig Stevens, Patrick Sorelle, Sean Hamill, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

Moved by Craig Stevens, seconded by Dan Teaters to install No Compression Braking within City Limits signs along North Broadway, between Mather Street and Alexander Street.

Yes: Craig Stevens, Dan Teaters, Patrick Sorelle, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

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

Moved by Craig Stevens, seconded by Dan Teaters to establish a 4-WAY STOP condition on Irwin Avenue at Eliza Street, and adopt by ordinance.

Yes: Craig Stevens, Dan Teaters, Patrick Sorelle, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

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)

Moved by Craig Stevens, seconded by Patrick Sorelle to open the floor for discussion.

Yes: Craig Stevens, Patrick Sorelle, Sean Hamill, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

Citizen Jesse Wellens (1084 Dousman Street, Green Bay) spoke in favor of the request.

Moved by Craig Stevens, seconded by Dan Teaters to close the floor.

Yes: Craig Stevens, Dan Teaters, Patrick Sorelle, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

Moved by Craig Stevens, seconded by Dan Teaters to hold the request by Ald. Stevens to amend the existing policy to allow traffic calming measures on collector streets within the City until the January 20, 2025 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Craig Stevens, Dan Teaters, Sean Hamill, and Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

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)

Moved by Craig Stevens, seconded by Patrick Sorelle to open the floor for discussion.

Yes: Craig Stevens, Patrick Sorelle, Sean Hamill, and Dan Teaters

No: None

Abstain: None

Voice vote. Motion carried.

Citizen Jesse Wellens (1084 Dousman Street, Green Bay) spoke in favor of the request.

Moved by Craig Stevens, seconded by Dan Teaters to close the floor.

Yes: Craig Stevens, Dan Teaters, Patrick Sorelle, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

Moved by Craig Stevens, seconded by Patrick Sorelle to hold the request by Ald. Stevens to amend the existing policy to include traffic calming measures with all new and reconstructed streets until the January 20, 2025 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Craig Stevens, Patrick Sorelle, Dan Teaters, Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

F. INFORMATIONAL.

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

Moved by Craig Stevens, seconded by Dan Teaters to cancel the Monday, December 16, 2024 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Craig Stevens, Dan Teaters, Patrick Sorelle, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.

G. PUBLIC HEARINGS.

H. ADJOURNMENT.

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

Moved by Craig Stevens, seconded by Dan Teaters to adjourn the Monday, November 18, 2024 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes: Craig Stevens, Dan Teaters, Patrick Sorelle, and Sean Hamill

No: None

Abstain: None

Voice vote. Motion carried.



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

MEETING DATE

January 13, 2025

PREPARED BY

AGENDA ITEM # E.I

General Business: Annual Election of Chair and Vice Chair.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

January 13, 2025

PREPARED BY

AGENDA ITEM # E.2

General Business: Consideration with possible action on the reports by the Police Department on the December 2024 and January 2025 Traffic Enforcement Unit Traffic Safety Plans. (All Alders)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 12 TRAFFIC SAFETY PLAN December 2024
2. 01 TRAFFIC SAFETY PLAN January 2025



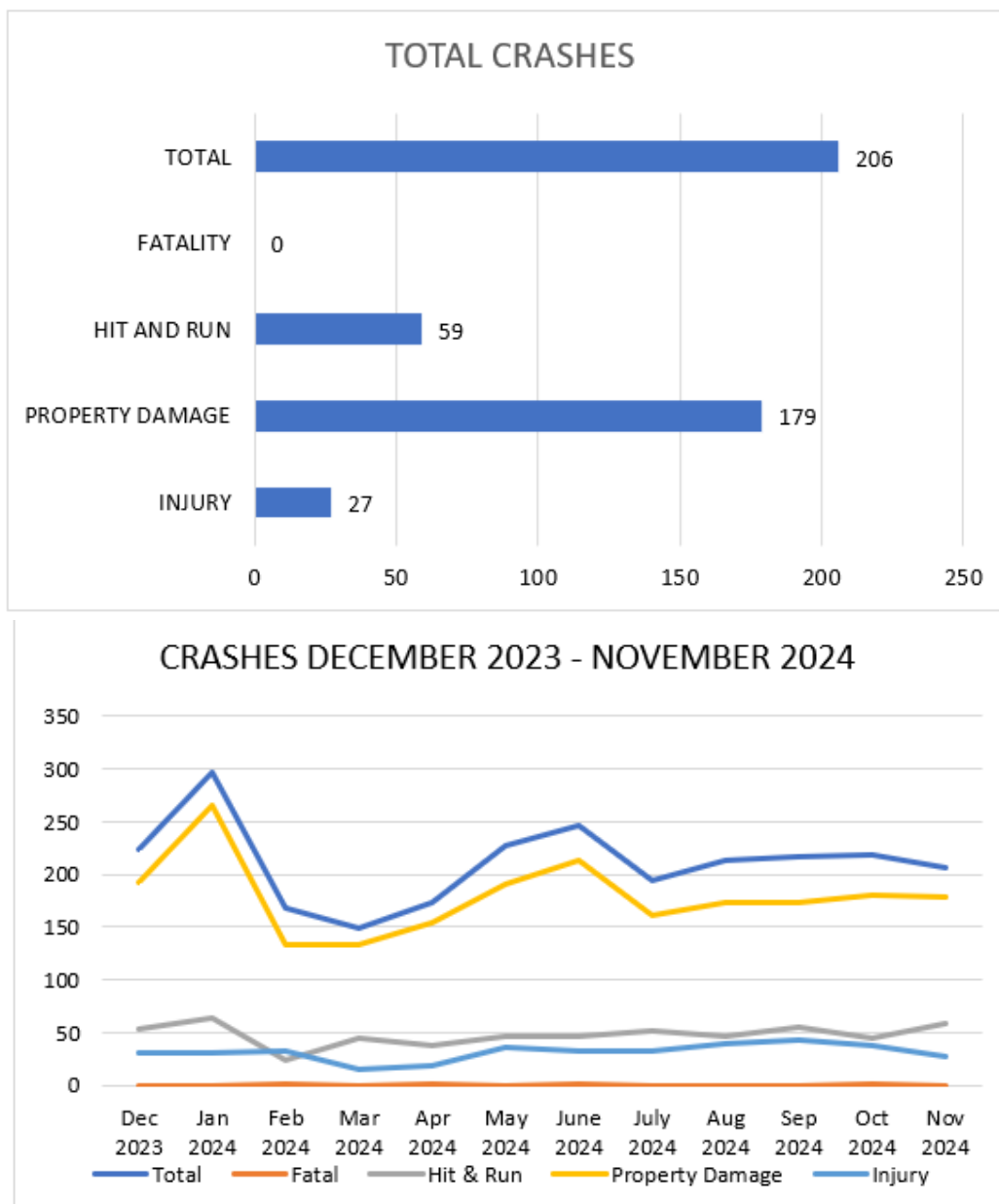
Green Bay Police Department

DECEMBER 2024

Traffic Safety Plan

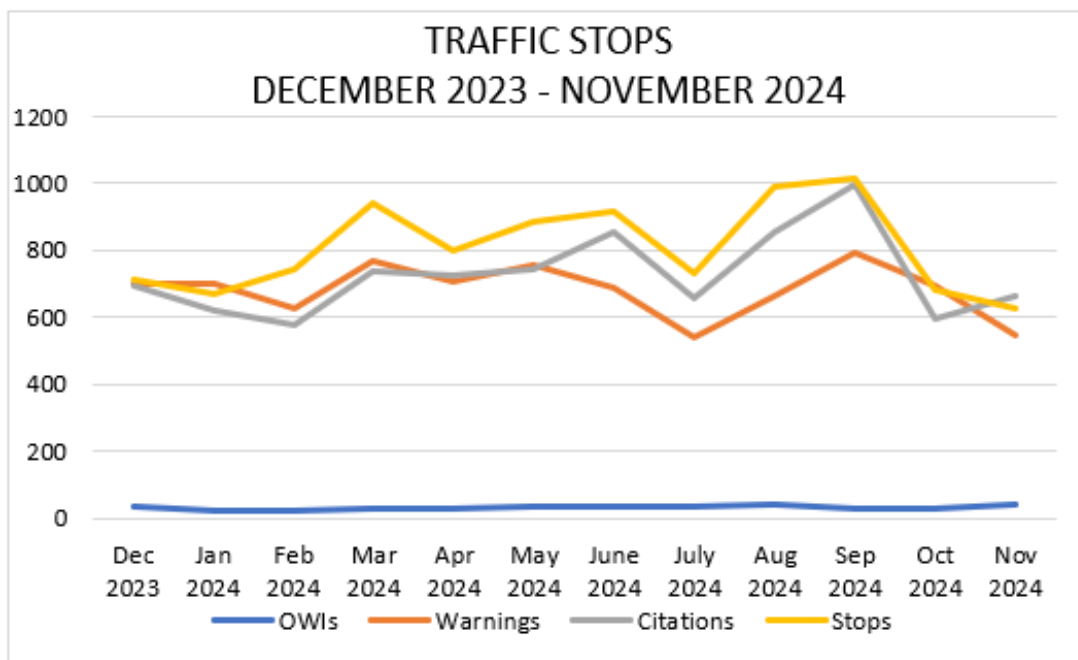
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The police department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the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

NOVEMBER 2024 CRASH DATA



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

NOVEMBER 2024 TRAFFIC STOPS



UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * BROWN COUNTY OWI TASK FORCE—December 6, 20, 21 and 31
- * LOCAL ALCOHOL ENFORCEMENT—December 7, 13, 14, 27 and 28

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	9TH ST / WOOD LN	Speeding and reckless driving
A	DANCING DUNES DR / FERNDAL LN	Mini bikes on roadway
B	N BROADWAY / PHOEBE ST	Trucks compression braking
C	S BAIRD ST / ELIZA ST	Vehicles passing stopped school bus
C	QUINCY ST / ELIZA ST	Vehicles not stopping for crossing guard
D	MAIN ST / MASON ST	Speeding and loud exhaust
D	EDGEWOOD DR / HEATHER RD	Speeding
D	FINGER RD / CHALLENGER DR	Vehicles passing stopped school bus
D	HENRY ST / MORROW ST	Vehicles not stopping

Winter Holiday Season "Drive Sober or Get Pulled Over"

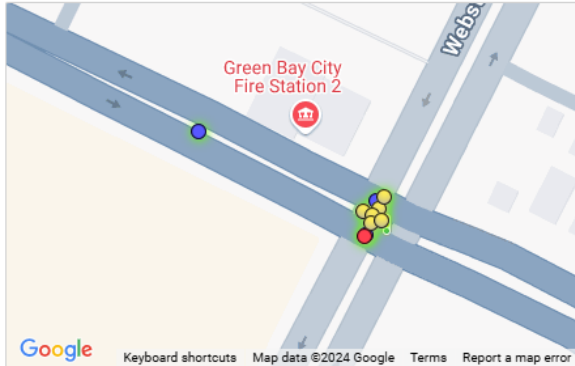


The winter holiday season "Drive Sober or Get Pulled Over" campaign begins December 11th through January 1st, 2025. Law enforcement agencies throughout the US will participate in the campaign by sharing information on the consequences of drunk driving and increased patrol. No one wants to spend their holidays behind bars. If you are planning to drink, plan to get a safe, sober ride home. Even one drink can cause impairment.

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.



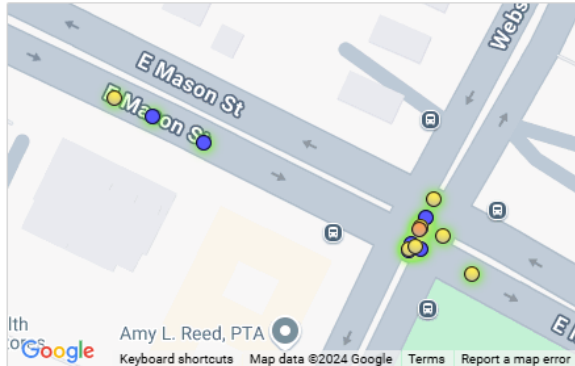
Analysis Area #1: GREEN BAY (C)

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)



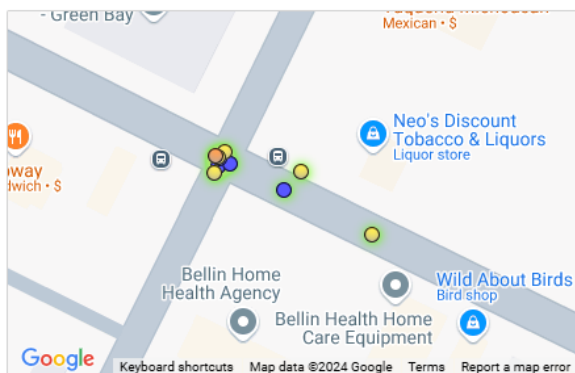
Analysis Area #3: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 15

Contributing Factors:

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



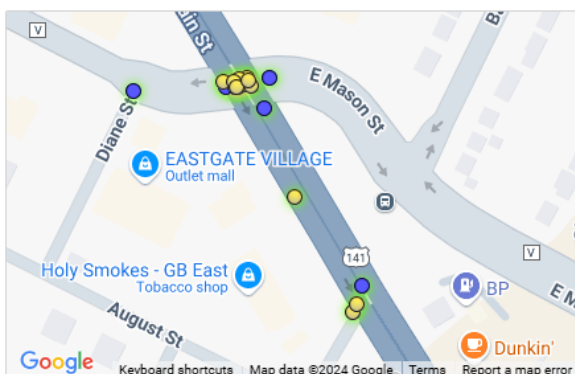
Analysis Area #4: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 10

Contributing Factors:

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



Analysis Area #5: GREEN BAY (C)

Roadway: 141

Total Crashes: 18

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)



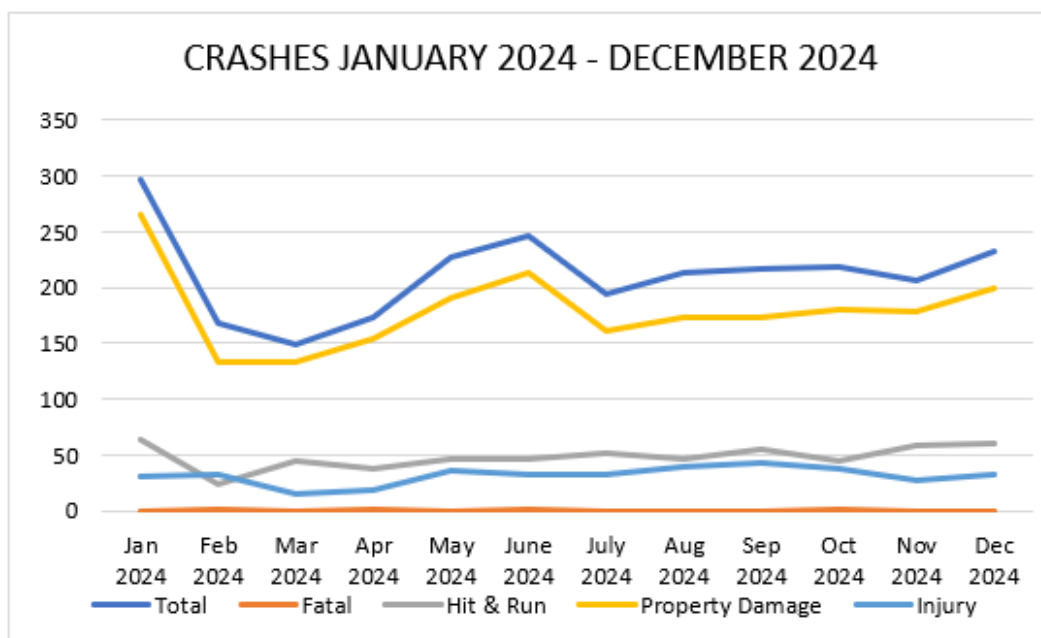
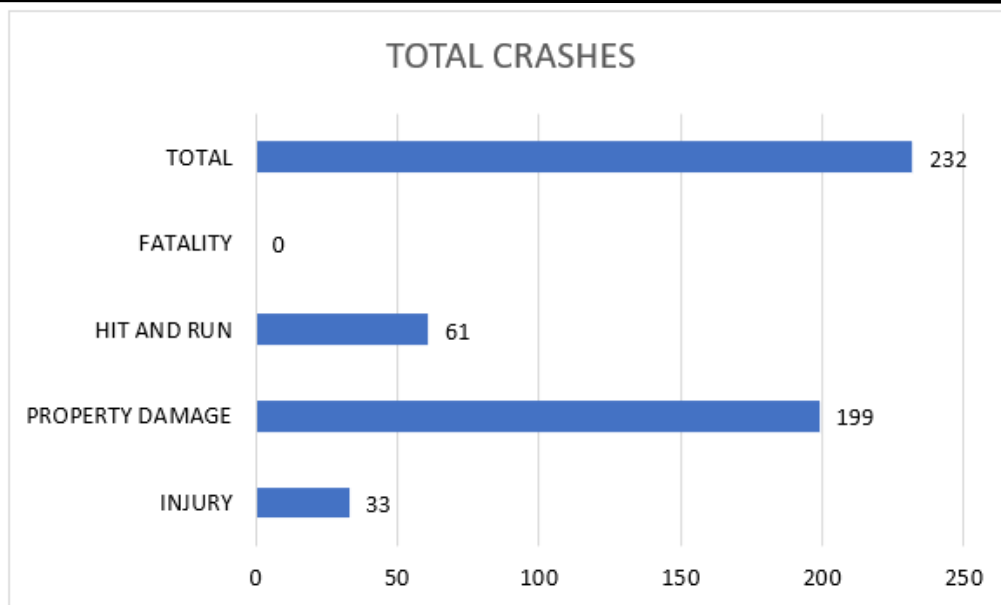
Green Bay Police Department

JANUARY 2025

Traffic Safety Plan

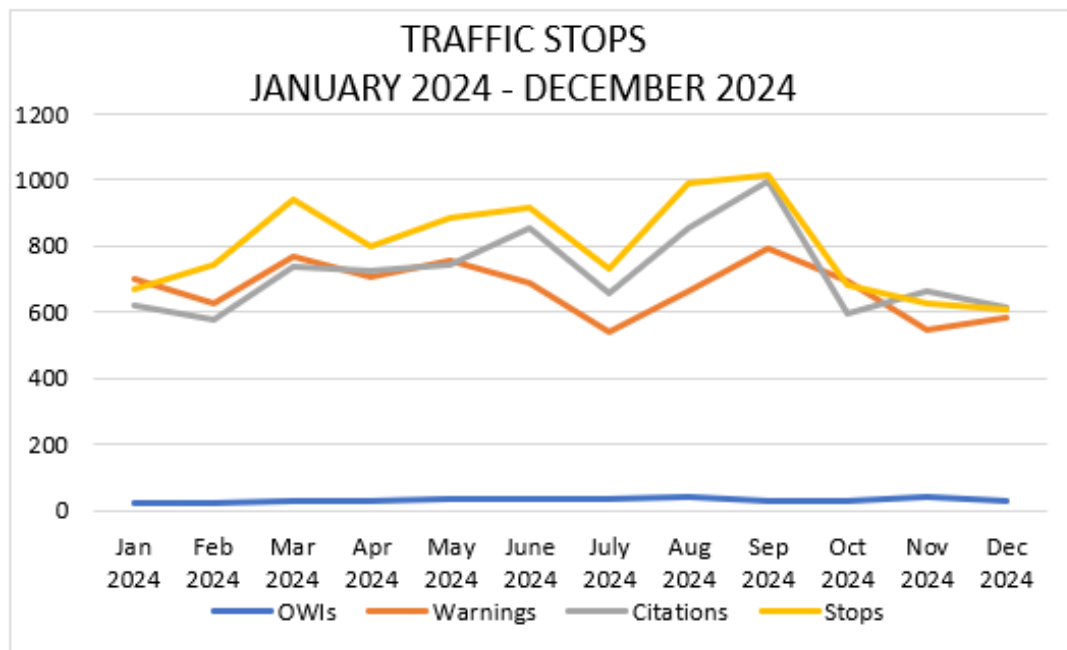
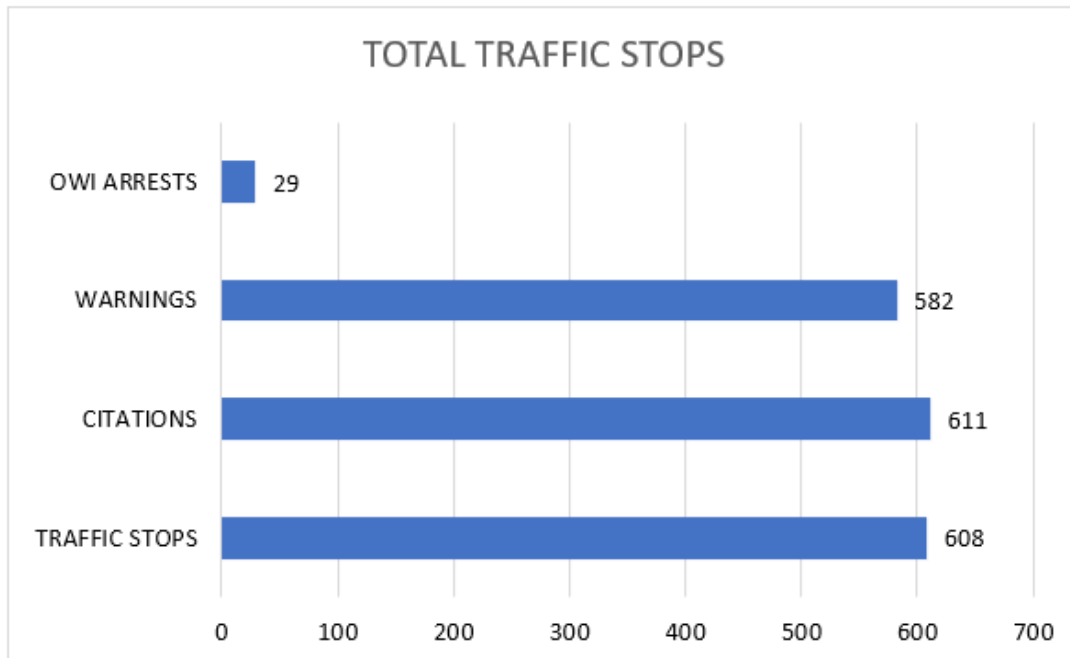
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The police department is committed to safe travels for motorists, pedestrians and bicyclists. With a goal of reducing traffic crashes, property damage, injury and death on Green Bay's roadways, the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

DECEMBER 2024 CRASH DATA



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

DECEMBER 2024 TRAFFIC STOPS



UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * BROWN COUNTY OWI TASK FORCE—January 3, 4, 17, and 18
- * LOCAL ALCOHOL ENFORCEMENT—January 10, 11, 24, 25, and 31

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	2500 BLK TROJAN DR	Speeding, before/after school
A	KING JAMES DR	Loud exhaust
A	800 MITCHELL ST	Speeding and loud vehicles revving engines
B	1000 BLK S BROADWAY	Speeding at night
C	BAIRD ST / WALNUT ST	Right turn lane only sign violations
C	1400 BLK N BAIRD ST	Speeding
D	1000 BLK SUYDAM ST	Speeding

Winter Weather Driving Tips

WINTER WEATHER DRIVING TIPS



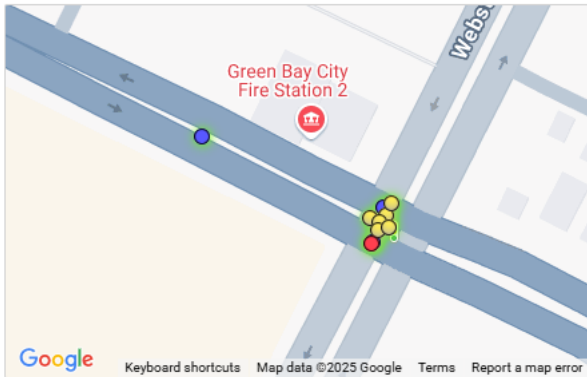
Winter is upon us in Wisconsin and it is the responsibility of every driver to plan ahead and use caution on the roadways. Below are some winter weather driver tips:

- Clear vehicle of ice and snow. Visibility is important for all drivers
- Turn on lights
- Check road conditions before leaving— 511wi.gov
- Reduce speed and increase distance between vehicles in front of you
- Stay home during storms, if you can. Monitor weather before errands and appointments

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.



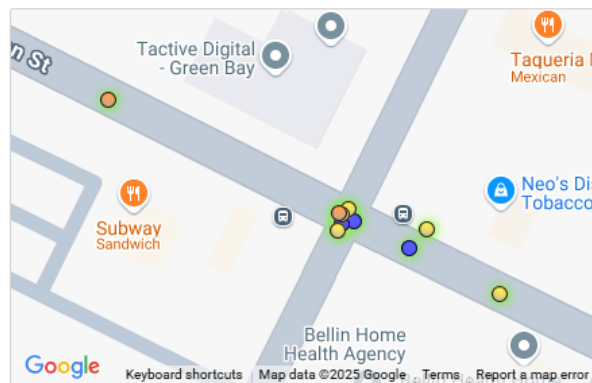
Analysis Area #1: GREEN BAY (C)

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)



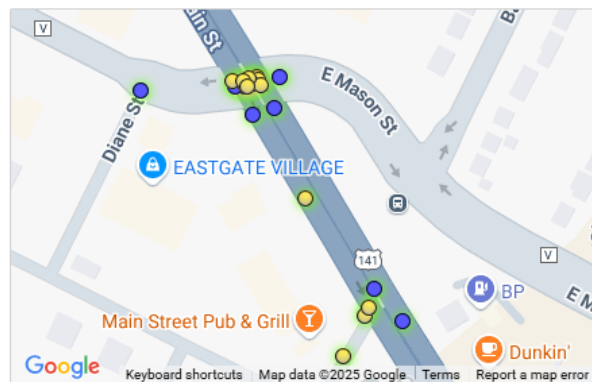
Analysis Area #3: GREEN BAY (C)

Roadway: E MASON ST

Total Crashes: 10

Contributing Factors:

- Hit & Run (1)
- Pedestrian (1)
- Occp Protection (1)
- Distracted (1)
- 65+ Driver (1)



Analysis Area #4: GREEN BAY (C)

Roadway: 141

Total Crashes: 19

Contributing Factors:

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



Analysis Area #5: GREEN BAY (C)

Roadway: 054

Total Crashes: 14

Contributing Factors:

- Distracted (4)
- 65+ Driver (3)
- Large Truck (1)
- Motorcycle (1)
- Teen Driver (1)



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

MEETING DATE

January 13, 2025

PREPARED BY

AGENDA ITEM # E.3

General Business: Consideration with possible action on a request by Green Bay Area Public School District to convert the NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS to NO PARKING 7 AM TO 4 PM SCHOOL DAYS on the south side of Yorkshire Road from a point 435 feet east of Fagerville Road to a point 50 feet south of Fagerville Road.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

1. 01-13-2025 Yorkshire 'No Parking' Request
2. 01-13-2025 Red Smith Sidewalk Letter

Fagerville Way

Fagerville Way

Yorkshire Rd

Allow here
Only

Yorkshire Rd



Public Works Department
100 North Jefferson Street - Room 300
Green Bay, Wisconsin 54301-5026
www.greenbaywi.gov

Administration | Engineering | Traffic 920.448.3100
Operations 920.448.3535
Parking 920.448.3431
Fax 920.448.3102

January 3, 2025

Resident
Green Bay, WI

Dear Resident,

The City of Green Bay has received an inquiry from the Green Bay Area Public School District, requesting a change in the No Stopping/No Standing zone on the south/east side of Yorkshire Road, from approximately 3492 Yorkshire Road to the intersection of Yorkshire Road and Fagerville Way. This request is in response to the high volume of vehicles dropping off and picking up students from school.

If such a request were to be granted, we would want to ensure that students travelling to and from the school to the pick-up/drop-off location would have safe walking conditions. Walking in the street, especially given the automobile traffic volumes, would not be considered safe. As a result, this request would also most likely include a recommendation for sidewalk installation. At a minimum, sidewalk would be recommended for installation from 3492 Yorkshire to the intersection with Fagerville. As the City does not like to see discontinuous sidewalks (sidewalks to nowhere), this could easily result in a future request to extend those sidewalks west along Yorkshire to Durham Road.

The City of Green Bay is making residents aware of this request so that we can hear any comments or concerns that the neighbors being directly impacted by this proposal might have. The request will be discussed at the meeting of the Traffic, Bicycle, and Pedestrian Commission, which will be held on Monday, January 13, 2025 at 5:00 pm. The meeting will be held in Room 310 at Green Bay City Hall, 100 N. Jefferson Street. There will also be an ability to attend the meeting virtually using Zoom. Instructions for attending virtually will be found on the meeting agenda. The meeting agenda will be available by Friday, January 10, 2025 on the City's website under the "Agendas & Minutes" button in the center of the page.

Thank you for your time and consideration

Sincerely,

Steven M. Grenier, P.E.

Director of Public Works

SMG: mmw



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

MEETING DATE

January 13, 2025

PREPARED BY

AGENDA ITEM # E.4

Termination of 90-day Trial Period: Remove 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.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



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

MEETING DATE

January 13, 2025

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)

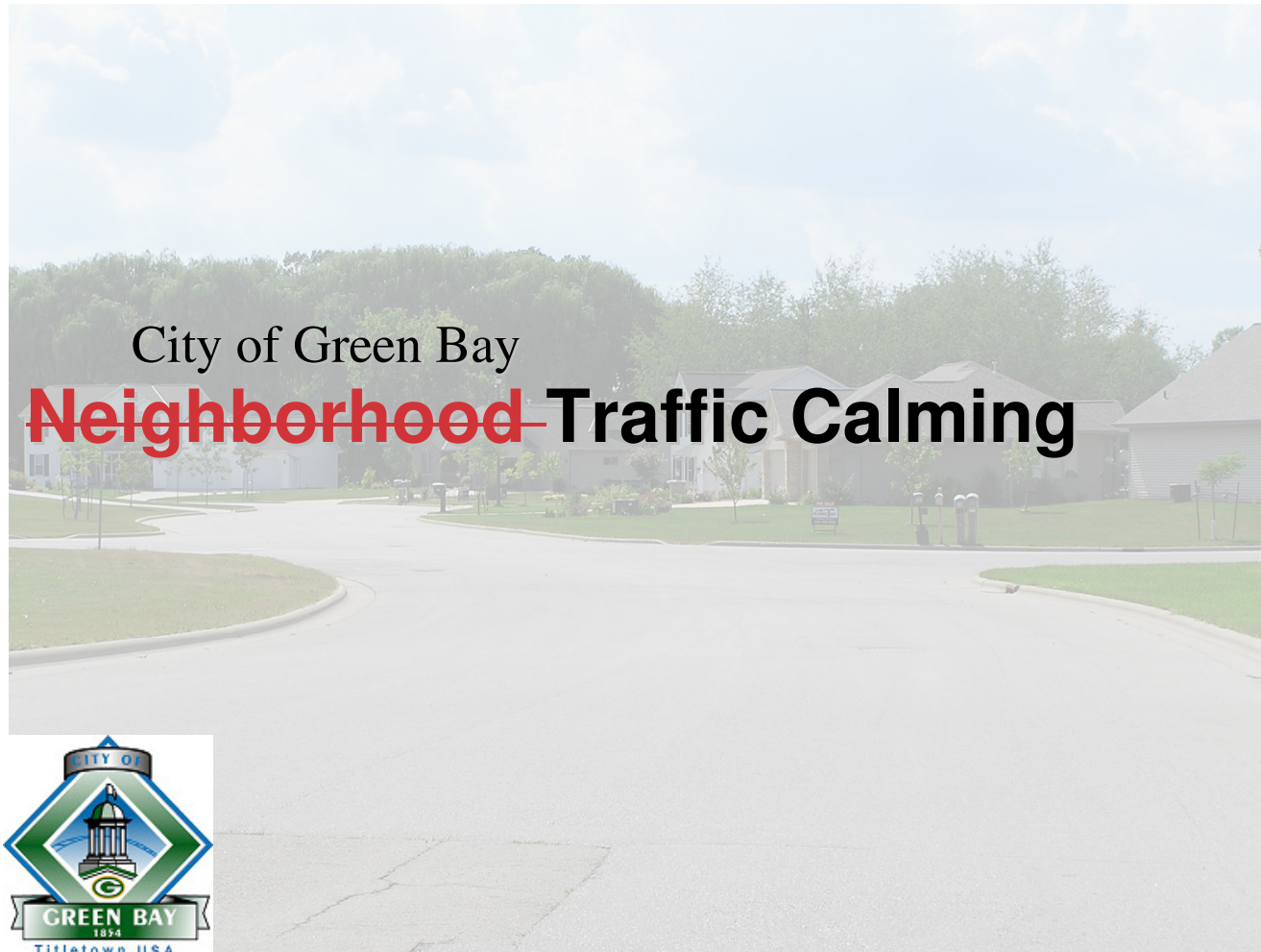
BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. I-13-2025 COGB Traffic Calming Policy January 2025



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.

Incorporation of traffic calming strategies or measures at the time of original street design, being proactive and not reactive, shall not need to follow Steps 1 through 6 of this Policy, but instead can be proposed as part of the initial design. Should the Department of Public Works not approve measures proposed as part of the initial design of a street, this decision may be appealed to the Improvement & Services Committee.

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.

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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>.

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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 follow Step 3, Data Collection, as described on Page 5, and 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.

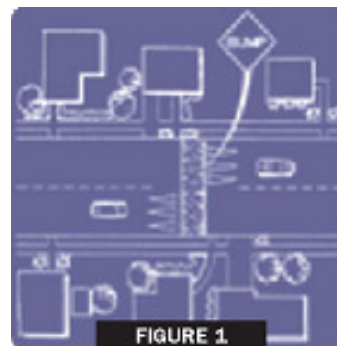
STEP 6 — Stage 2 Traffic Calming Study

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.

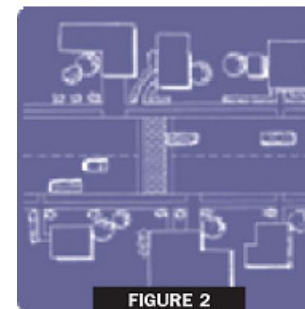
See Figure 1.



- **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.

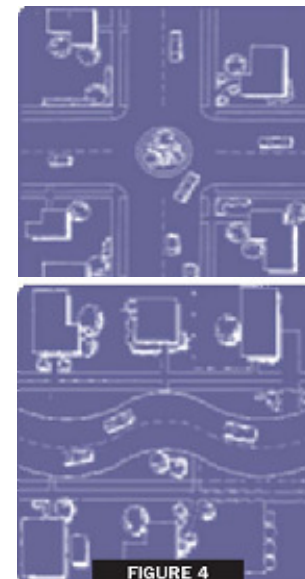
See Figure 2.



- **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

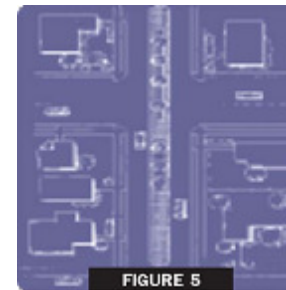
generally results in reduced traffic speeds and provides pedestrians with shorter crossing distances.

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.

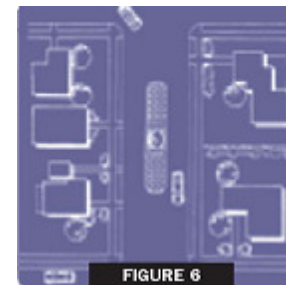
See Figure 5.



- **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.

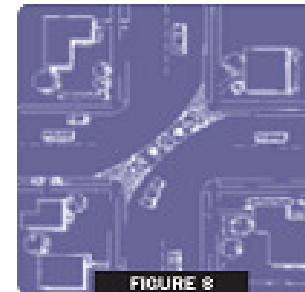


See Figure 7.

- **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.

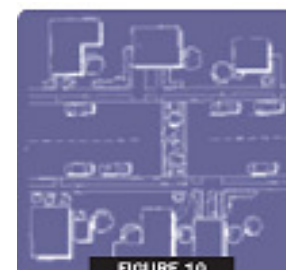
See Figure 9.



- **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.

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STEP 7 — City Council Approval

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

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:

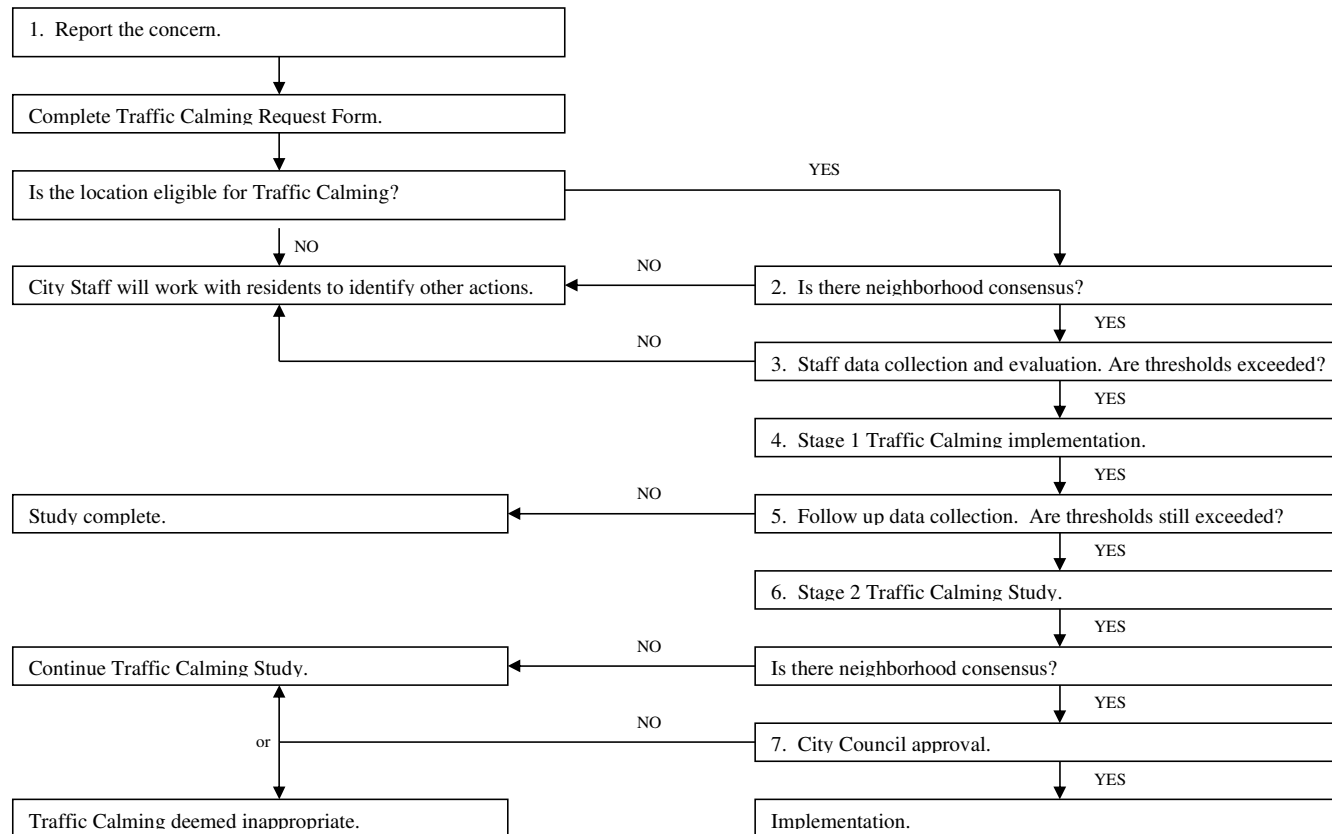
Name	Address	Phone #
Name	Address	Phone #
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Use next page or backside for additional signatures...

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
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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.



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

MEETING DATE

January 13, 2025

PREPARED BY

AGENDA ITEM # E.6

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)

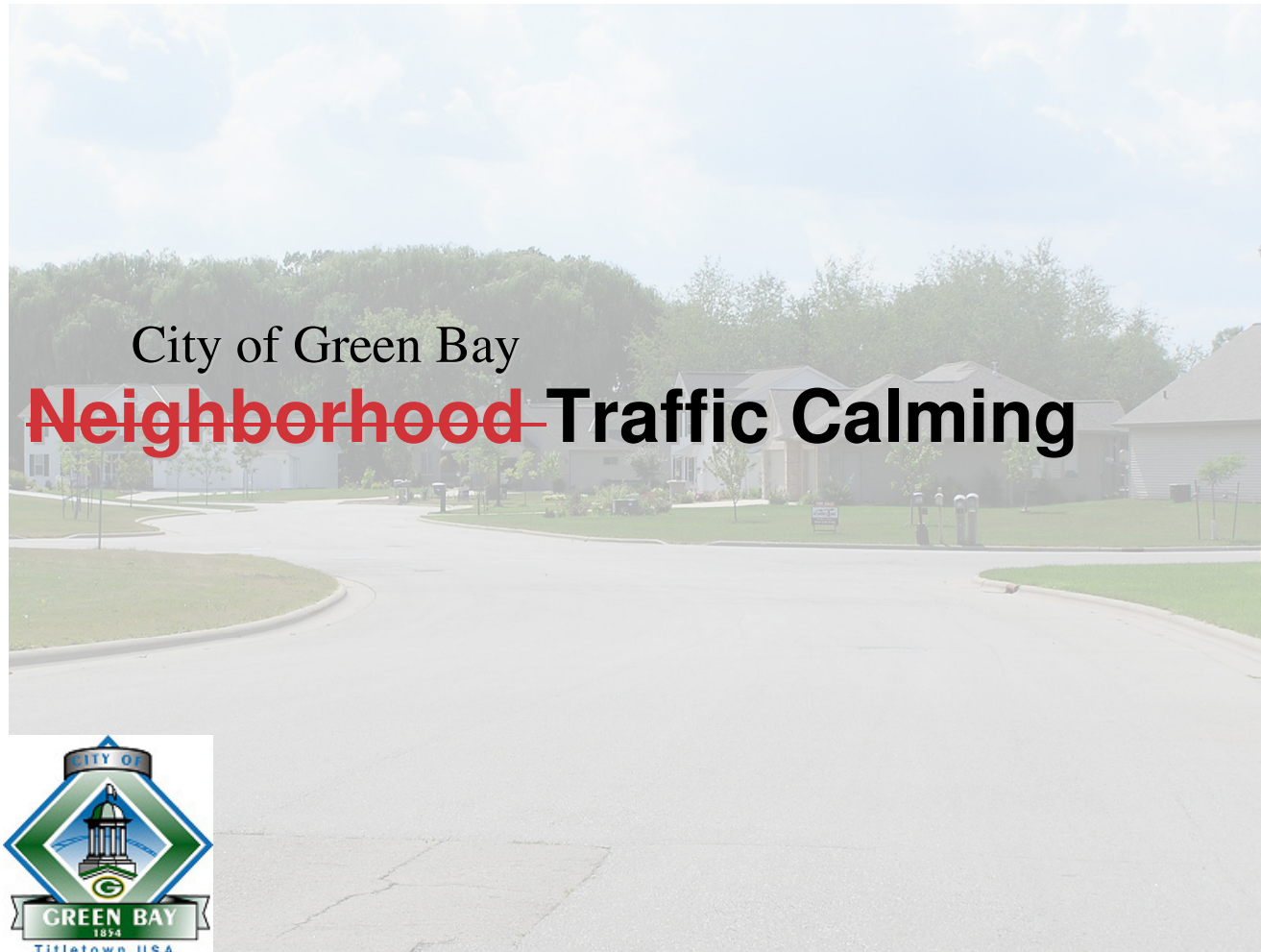
BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. I-13-2025 COGB Traffic Calming Policy January 2025



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

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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.

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Other Issues:

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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 follow Step 3, Data Collection, as described on Page 5, and 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.

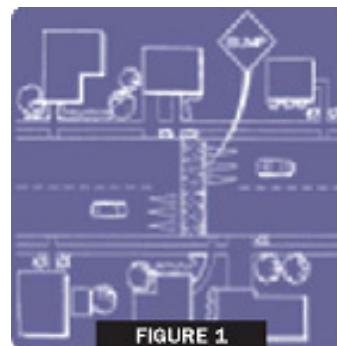
STEP 6 — Stage 2 Traffic Calming Study

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.

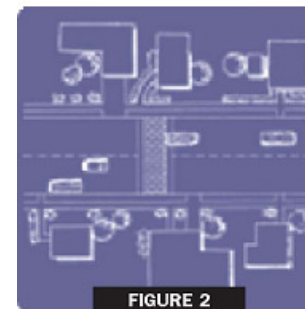
See Figure 1.



- **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.

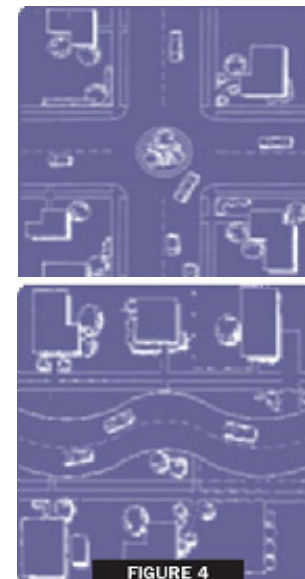
See Figure 2.



- **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.



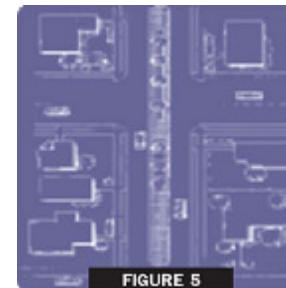
generally results in reduced traffic speeds and provides pedestrians with shorter crossing distances.

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.

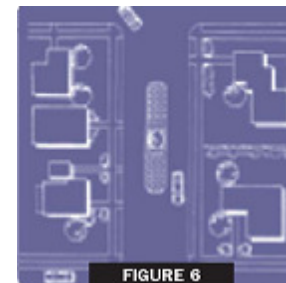
See Figure 5.



- **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.

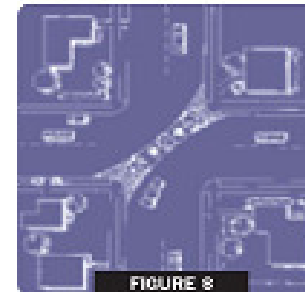


See Figure 7.

- **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.

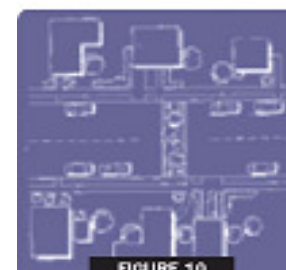
See Figure 9.



- **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.

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STEP 7 — City Council Approval

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

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:

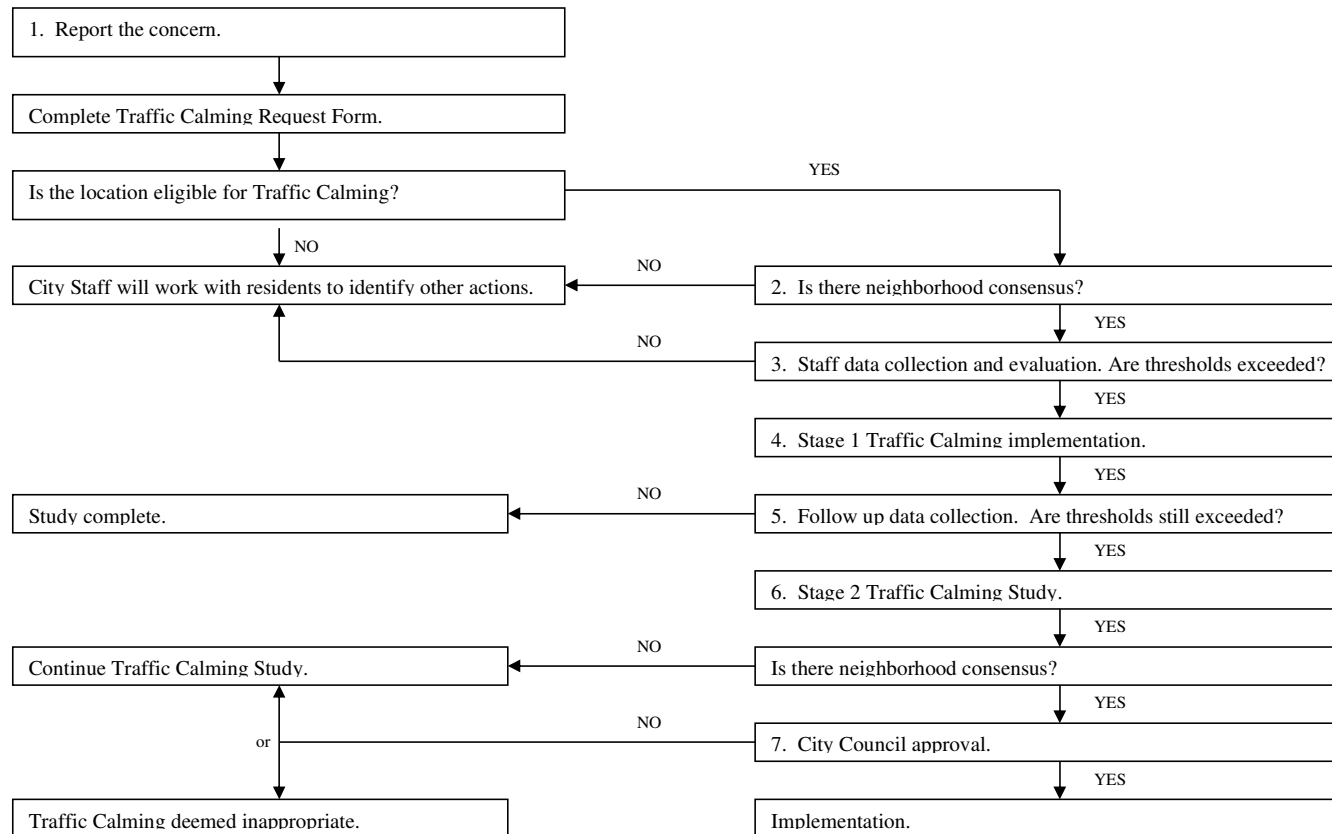
Name	Address	Phone #
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Use next page or backside for additional signatures...

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.