



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, APRIL 20, 2026, 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/89499094048?pwd=wKBCsSCDqJMr2wequCnDIL0Ha5ga9A.I>

Or call in by phone: +1 312 626 6799

Meeting ID: 894 9909 4048

Passcode: 770536

If you wish to leave a comment for this public meeting, 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 Kasha Huntowski, Alder Craig Stevens, Stephen Larsen, Patrick Sorelle, Jesse Wellens, Tarl Knight, and Traffic Sergeant Sean Hamill.

C. Approval of the Agenda.

- I. Approval of the agenda for the Monday, April 20, 2026, meeting of the Traffic, Bicycle, & Pedestrian Commission.

D. Approval of Minutes.

- I. Approval of the minutes from the Monday, February 16, 2026, Traffic, Bicycle, & Pedestrian Commission meeting.

E. Regular Business.

- I. *General Business*: Consideration with possible action on the March and April 2026 reports by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plans. (All Alders)

2. *General Business*: Report by the Police Department of the 2026 1st quarter serious injury and fatal crashes. (All Alders)
3. *Refer Back from Initial Request on February 16, 2026*: Consideration with possible action on the communication by Ald. Johnson (District 9) to remove or modify the "No Stopping or Standing 12 A.M. to 3 A.M." parking condition on Washington Street. (PC-26-03)
4. *General Business*: Consideration with possible action on a request by the Traffic Engineer, on behalf of Freedom House Ministries, to create a Bus Loading Zone on Saint Anthony Drive adjacent to its facility located at 2997 Saint Anthony Drive. (Districts 1 & 6)
5. *General Business*: Consideration with possible action on a request by the Traffic Engineer to restrict parking on both sides of the West Mason Street south frontage road on behalf of Chili's Restaurant located at 2363 West Mason Street. (District 11)
6. *General Business*: Consideration with possible action on a request by the Traffic Engineer to remove the traffic signal at Shawano Avenue (STH 29) and Siegler Street. (Districts 10 & 11)
7. *General Business*: Consideration with possible action on a request by the Traffic Engineer to remove the traffic signal at Dousman Street and Taylor Street. (District 10)
8. *General Business*: Consideration with possible action on a request by the Traffic Engineer to restrict parking on the south side of Liberty Street west of Ridge Road. (District 8)

F. Informational.

1. Next Meeting: Monday, May 18, 2026

G. Adjournment.

1. Adjournment of the Monday, April 20, 2026, meeting of the Traffic, Bicycle, & Pedestrian Commission.

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



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

MEETING DATE

April 20, 2026

PREPARED BY

AGENDA ITEM # D.I

Approval of the minutes from the Monday, February 16, 2026, Traffic, Bicycle, & Pedestrian Commission meeting.

BACKGROUND

RECOMMENDATION

APPROVE.

FISCAL IMPACT

ATTACHMENTS

- I. TBPC Minutes 2.16.2026 _ Draft 4



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

MONDAY, FEBRUARY 16, 2026, 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/89499094048?pwd=wKBCsSCDqJMr2wequCnDIL0Ha5ga9A.I>

Or call in by phone: +1 312 626 6799

Meeting ID: 894 9909 4048

Passcode: 770536

If you wish to leave a comment for this public meeting, 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 Kasha Huntowski, Alder Craig Stevens, Stephen Larsen, Patrick Sorelle, Jesse Wellens, Tarl Knight, and Traffic Sergeant Sean Hamill.

Present Not Voting: Kasha Huntowski

Present and Voting: Patrick Sorelle, Stephen Larsen, Sean Hamill, Jesse Wellens, Tarl Knight

Excused:

Absent: Craig Stevens

Others: Traffic Engineer Tom Schuurmans, Recording Secretary Brooke Jubert

C. APPROVAL OF THE AGENDA.

1. Approval of the agenda for the Monday, February 16, 2026, meeting of the Traffic, Bicycle, & Pedestrian Commission.

Moved by Commissioner Tarl Knight, seconded by Commissioner Stephen Larsen to approve the February 16, 2026, Traffic, Bicycle, & Pedestrian Commission meeting agenda.

Yes: Stephen Larsen, Sean Hamill, Jesse Wellens, Tarl Knight, Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

D. APPROVAL OF MINUTES.

1. Approval of the minutes from the Monday, January 26, 2026, Traffic, Bicycle, & Pedestrian Commission meeting.

Moved by Commissioner Jesse Wellens, seconded by Commissioner Stephen Larsen to approve the January 26, 2026, Traffic, Bicycle, & Pedestrian Commission meeting minutes.

Yes: Stephen Larsen, Sean Hamill, Jesse Wellens, Tarl Knight, Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

E. REGULAR BUSINESS.

1. *General Business*: Consideration with possible action on the February 2026 report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan. (All Alders)

Moved by Commissioner Tarl Knight, seconded by Commissioner Patrick Sorelle to receive and place on file the February 2026 report by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plan.

Yes: Stephen Larsen, Sean Hamill, Jesse Wellens, Tarl Knight, Patrick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.

2. *General Business*: Consideration with possible action on the communication by Ald. Johnson (District 9) to implement pedestrian crossing safety measures at the intersection of Ashland Avenue & Hubbard Street. Suggestion based on conversation with staff could include a painted crosswalk and pedestrian crossing signage. (PC-26-01)

Moved by Commissioner Tarl Knight, seconded by Commissioner Stephen Larsen to open

the floor for discussion.

Moved by Commissioner Stephen Larsen, seconded by Commissioner Patrick Sorelle to close the floor.

Moved by Commissioner Jesse Wellens, seconded by Commissioner Tarl Knight to approve the request by Ald. Johnson (District 9) to implement pedestrian crossing safety measures at the intersection of Ashland Avenue & Hubbard Street. Suggestion based on conversation with staff could include a painted crosswalk and pedestrian crossing signage. (PC-26-01)

Yes: Stephen Larsen, Sean Hamill, Jesse Wellens, Patrick Sorelle, Tarl Knight

No: None

Abstain: None

Voice vote. Motion carried.

3. *General Business*: Consideration with possible action on the communication by Ald. Proffitt (District 7) to explore the possibility of removing the 2 hour parking restrictions on the 800 block of Hubbard Street. (PC-26-02)

Moved by Commissioner Tarl Knight, seconded by Commissioner Stephen Larsen to open the floor for discussion.

Moved by Commissioner Stephen Larsen, seconded by Commissioner Patrick Sorelle to close the floor.

Moved by Commissioner Tarl Knight, seconded by Commissioner Stephen Larsen to approve the request by Ald. Proffitt (District 7), on a 90-day trial period, to remove the 2-hour parking restrictions on the 800 block of Hubbard Street, from 7:00 AM - 4:00 PM MONDAY - FRIDAY. (PC-26-02)

Yes: Stephen Larsen, Sean Hamill, Jesse Wellens, Patrick Sorelle, Tarl Knight

No: None

Abstain: None

Voice vote. Motion carried.

4. *General Business*: Consideration with possible action on the communication by Ald. Johnson (District 9) to remove or modify the "No Stopping or Standing 12 A.M. to 3 A.M." parking condition on Washington Street. (PC-26-03)

Moved by Commissioner Tarl Knight, seconded by Commissioner Stephen Larsen to open the floor for discussion.

Moved by Commissioner Stephen Larsen, seconded by Commissioner Tarl Knight to close the floor.

Moved by Commissioner Tarl Knight, seconded by Commissioner Jesse Wellens to reopen the floor for discussion.

Moved by Commissioner Stephen Larsen, seconded by Commissioner Jesse Wellens to close the floor.

Moved by Commissioner Tarl Knight, seconded by Commissioner Stephen Larsen to hold

the request by Ald. Johnson (District 9) to remove or modify the “No Stopping or Standing 12 A.M. to 3 A.M.” parking condition on Washington Street until the March 16, 2026 meeting of the Traffic, Bicycle, & Pedestrian Commission. (PC-26-03)

Yes: Stephen Larsen, Sean Hamill, Jesse Wellens, Patrick Sorelle, Tarl Knight

No: None

Abstain: None

Voice vote. Motion carried.

F. INFORMATIONAL.

- I. Next Meeting: Monday, March 16, 2026

G. ADJOURNMENT.

- I. Adjournment of the Monday, February 16, 2026, meeting of the Traffic, Bicycle, & Pedestrian Commission.

Moved by Commissioner Jesse Wellens, seconded by Commissioner Patrick Sorelle to adjourn the February 16, 2026, meeting of the Traffic, Bicycle, & Pedestrian Commission.

Yes: Stephen Larsen, Tarl Knight, Jesse Wellens, Sean Hamill, Parick Sorelle

No: None

Abstain: None

Voice vote. Motion carried.



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

MEETING DATE

April 20, 2026

PREPARED BY

AGENDA ITEM # E.1

General Business: Consideration with possible action on the March and April 2026 reports by the Police Department on the monthly Traffic Enforcement Unit Traffic Safety Plans. (All Alders)

BACKGROUND

RECOMMENDATION

APPROVE.

FISCAL IMPACT

ATTACHMENTS

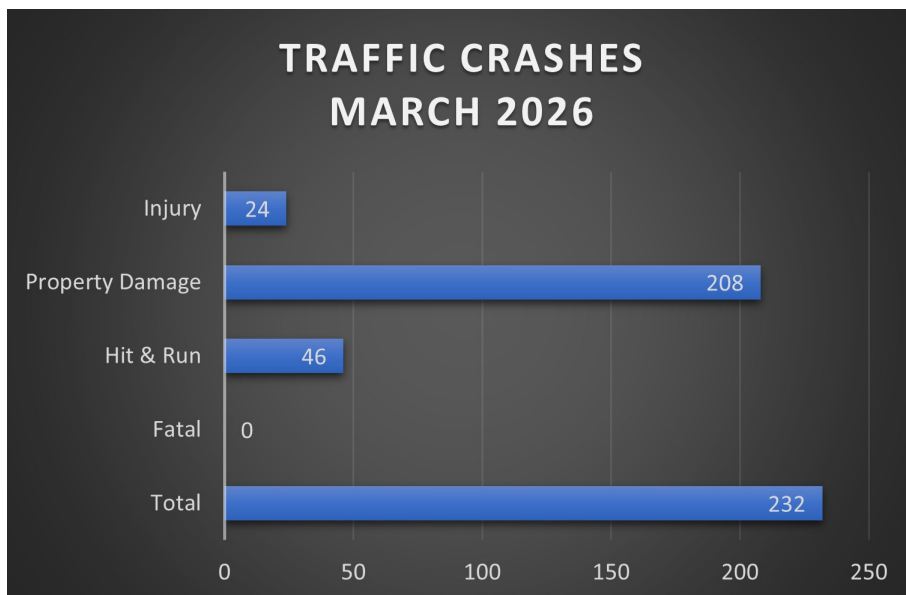
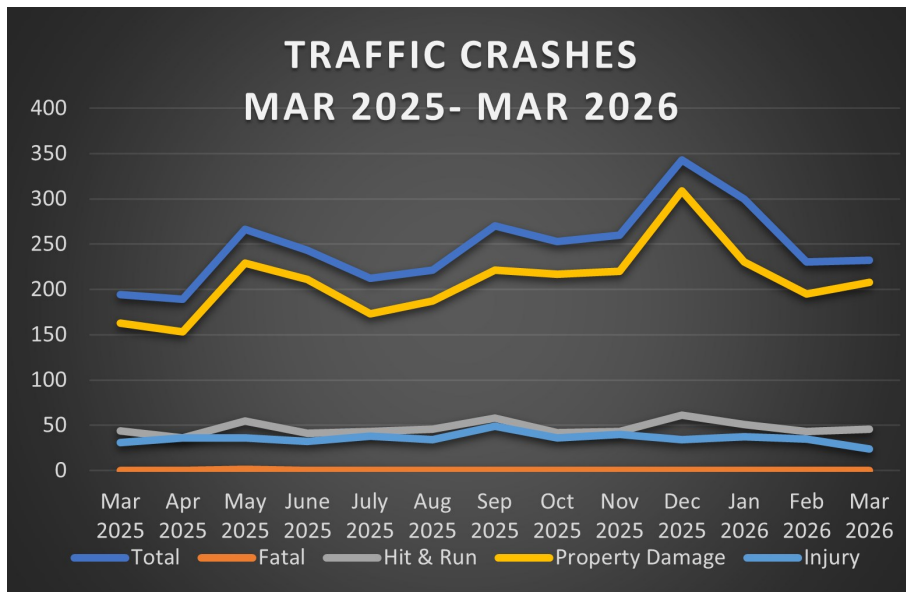
1. Traffic Safety Plan April 2026
2. TRAFFIC SAFETY PLAN March 2026



Traffic Safety Plan

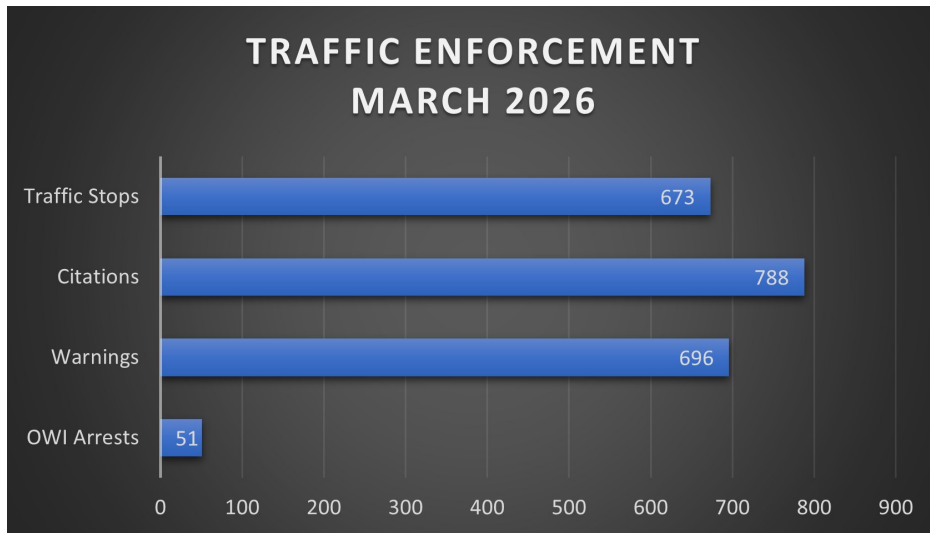
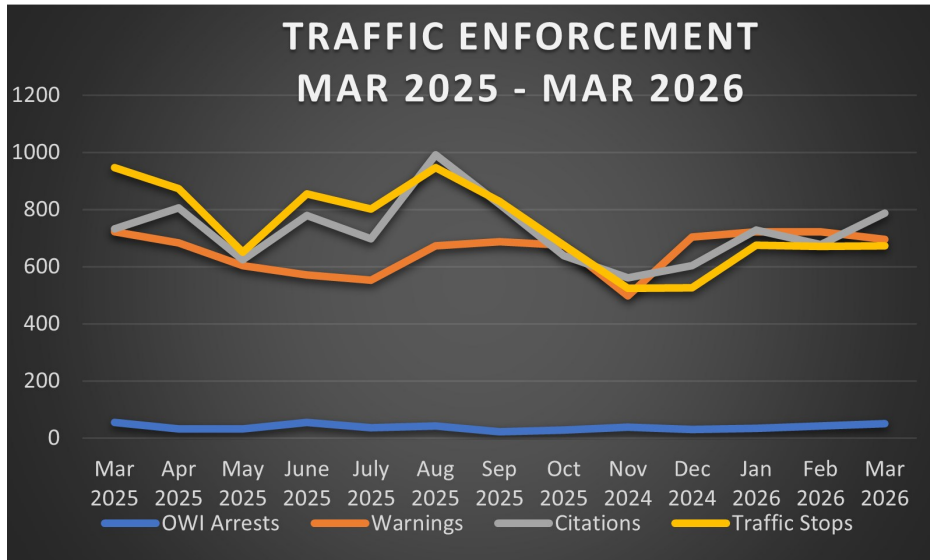
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The Police Department is committed to safe travels for motorists, pedestrians, and bicyclists. With a goal of reducing traffic crashes, property damage, injury, and death on Green Bay’s roadways, the Police Department will use a data driven approach for traffic safety. Data analytics from crash data, citizens complaints, and traffic data resources 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.

March 2026 Crash Data



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

MARCH 2026 TRAFFIC ENFORCEMENT



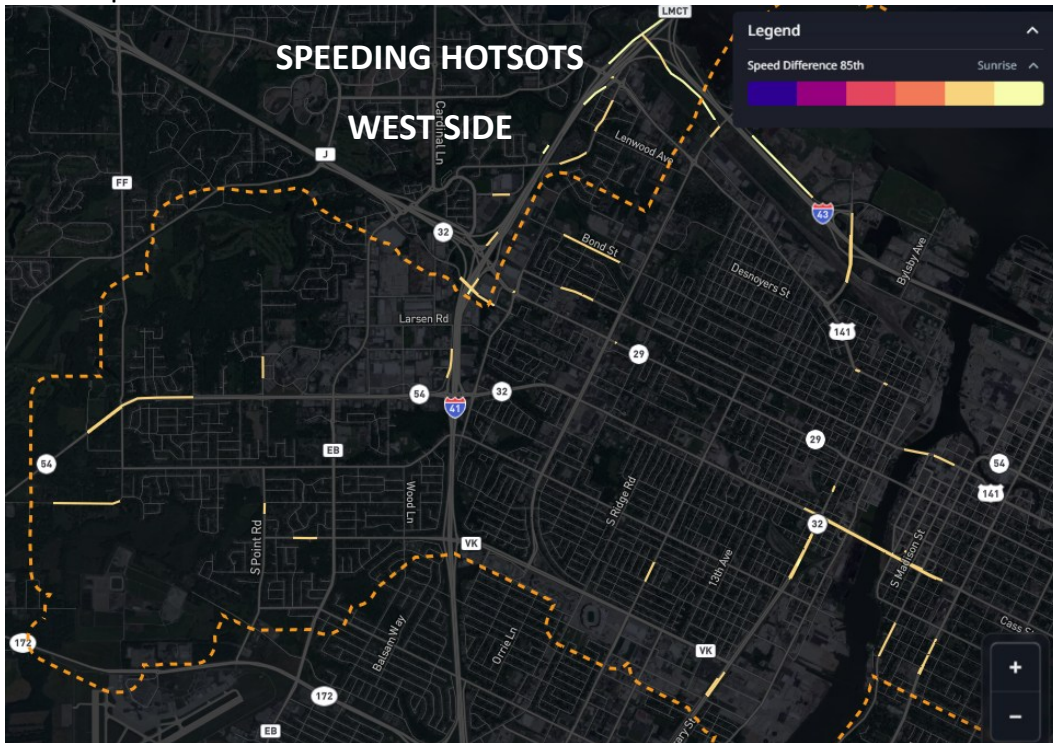
UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * OWI—May 1, 2, 5, 8, 9, 15, 16, 22, 23, 29, 30
- * Speed—May 7, 21
- * Seat Belt—May 19, 26
- * Pedestrian/Bicycle—May 20, 27

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

TRAFFIC COMPLAINTS

Below are the most recent areas of increased risks from traffic data. To make a traffic complaint, call the Traffic Safety Unit 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.

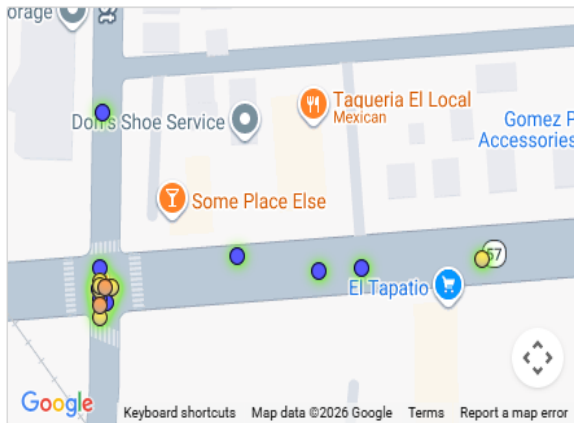


GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

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.

University Av / Elizabeth St



Analysis Area #1: GREEN BAY (C)

Roadway: 054

Total Crashes: 18

Contributing Factors:

- Teen Driver (3)
- 65+ Driver (3)
- Motorcycle (2)
- Impaired (2)
- Distracted (2)
- Winter Road (2)
- Hit & Run (1)
- Pedestrian (1)

Sturgeon Bay Rd / University Av



Analysis Area #2: GREEN BAY (C)

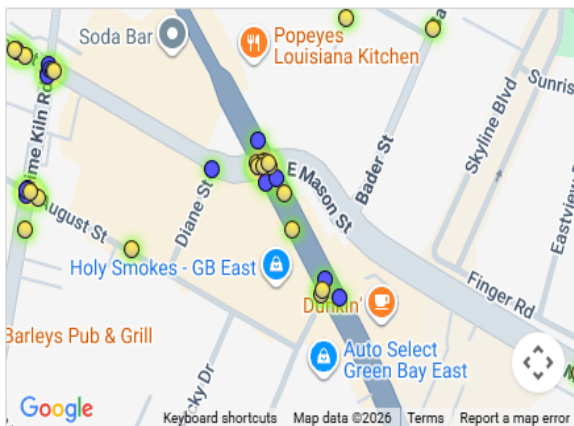
Roadway: 054

Total Crashes: 18

Contributing Factors:

- Teen Driver (5)
- 65+ Driver (5)
- Hit & Run (1)
- Impaired (1)
- Distracted (1)

Main St / E Mason St



Analysis Area #3: GREEN BAY (C)

Roadway: 141

Total Crashes: 20

Contributing Factors:

- Distracted (6)
- Teen Driver (6)
- 65+ Driver (5)
- Hit & Run (2)
- Pedestrian (2)
- Motorcycle (1)
- Impaired (1)
- Speed (1)
- Winter Road (1)

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

A message for NHTSA



NHTSA

**IF YOU FEEL DIFFERENT
YOU DRIVE DIFFERENT**



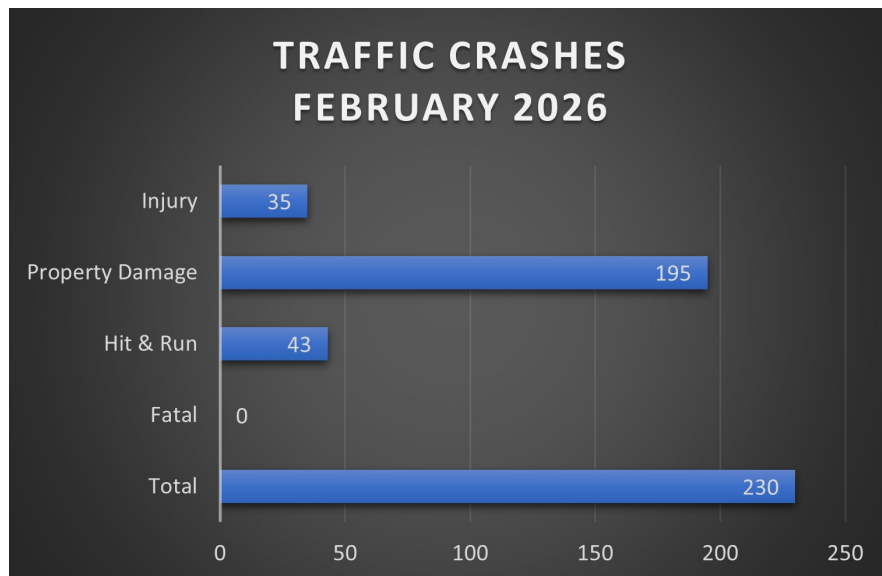
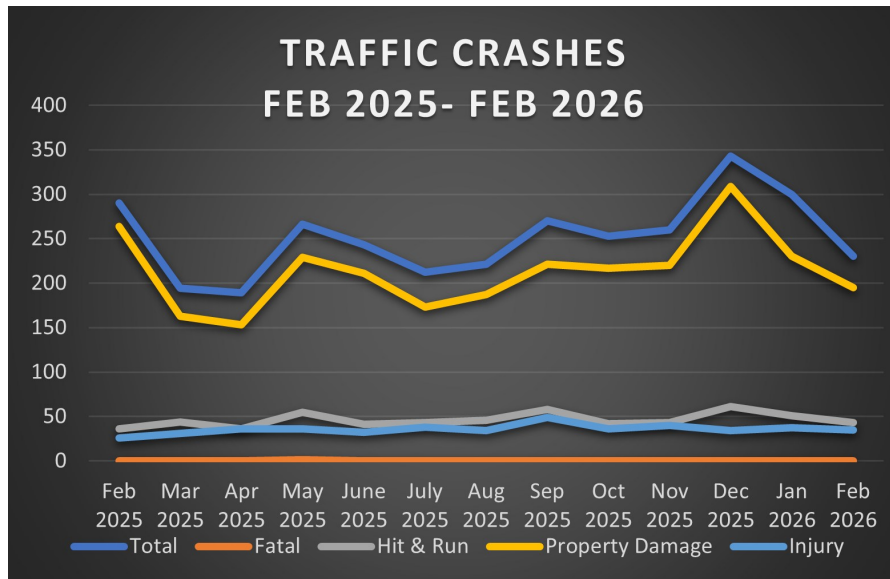
Green Bay Police Department

MARCH 2026

Traffic Safety Plan

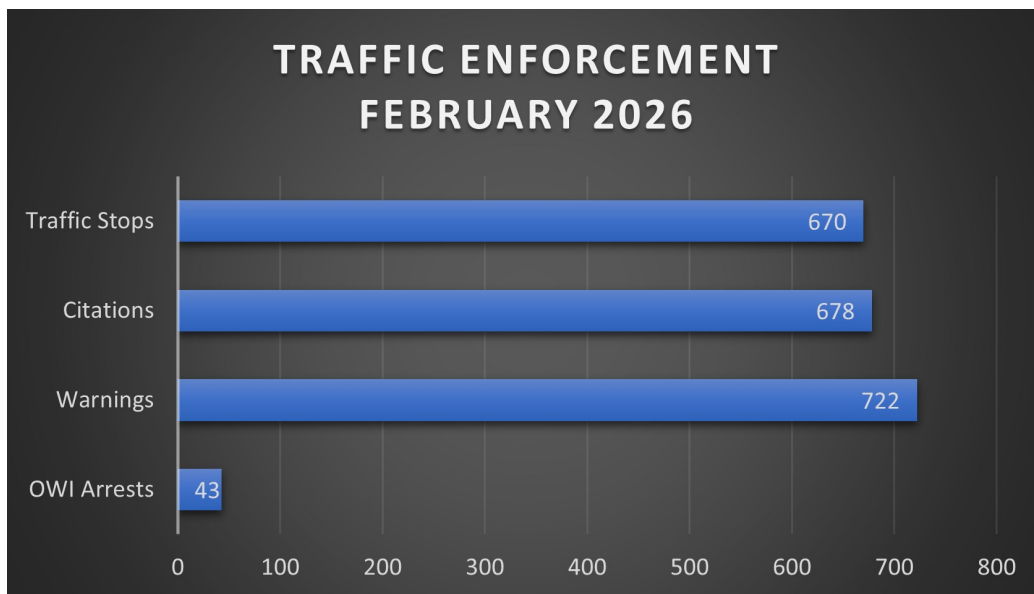
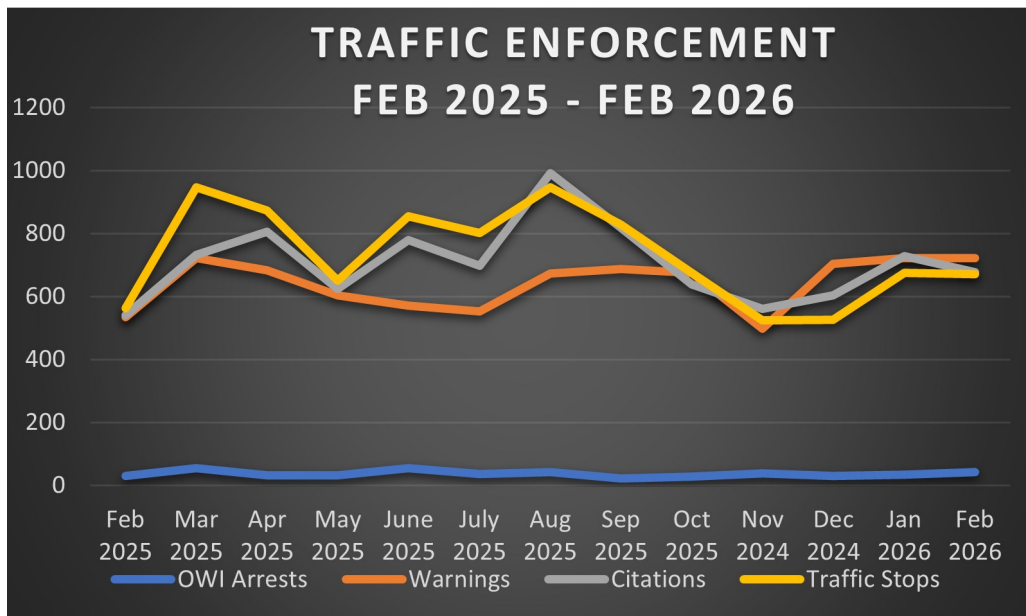
Traffic complaints are the #1 complaint made to the Green Bay Police Department and City Alderpersons. The Police Department is committed to safe travels for motorists, pedestrians, and bicyclists. With a goal of reducing traffic crashes, property damage, injury, and death on Green Bay’s roadways, the Police Department will use a data driven approach for traffic safety. Data analytics from crash data, citizens complaints, and traffic data resources 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.

February 2026 Crash Data



GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

FEBRUARY 2026 TRAFFIC ENFORCEMENT



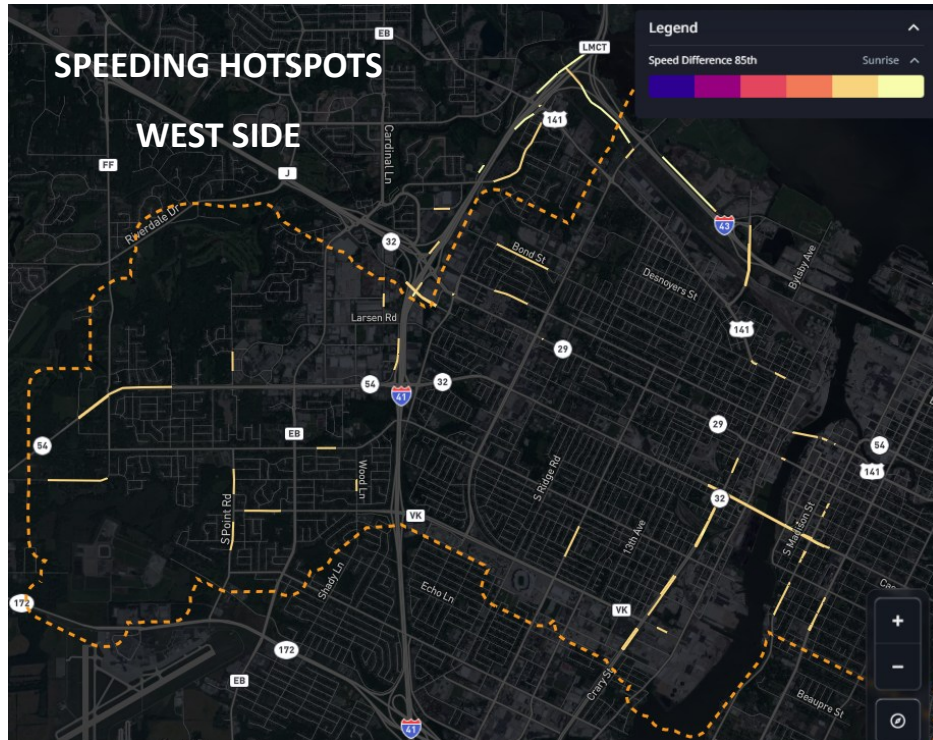
UPCOMING TRAFFIC TASK FORCE DEPLOYMENTS

- * OWI—March 17, 20, 21, 27, 28. April 3, 4, 10, 11, 17, 18, 24, 25.
- * Speed—March 17. April 2, 16.
- * Seat Belt—March 19. April 7, 18.
- * Pedestrian/Bicycle—April 1, 15.

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

TRAFFIC COMPLAINTS

Below are the most recent areas of increased risks from traffic data. To make a traffic complaint, call the Traffic Safety Unit 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.

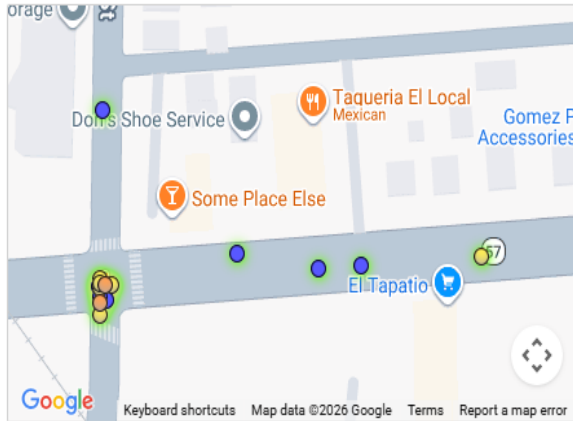


GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

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.

University Av / Elizabeth St



Analysis Area #1: GREEN BAY (C)

Roadway: 054

Total Crashes: 17

Contributing Factors:

- Teen Driver (3)
- Winter Road (2)
- 65+ Driver (3)
- Hit & Run (1)
- Motorcycle (2)
- Pedestrian (1)
- Impaired (2)
- Distracted (2)

E Mason St / Alpine Dr



Analysis Area #2: GREEN BAY (C)

Roadway: ALPINE DR

Total Crashes: 15

Contributing Factors:

- Speed (4)
- Hit & Run (1)
- Teen Driver (4)
- Impaired (1)
- Winter Road (3)
- Distracted (1)
- Aggressive (2)
- 65+ Driver (1)
- Bike (1)

Sturgeon Bay Rd / University Av



Analysis Area #3: GREEN BAY (C)

Roadway: 054

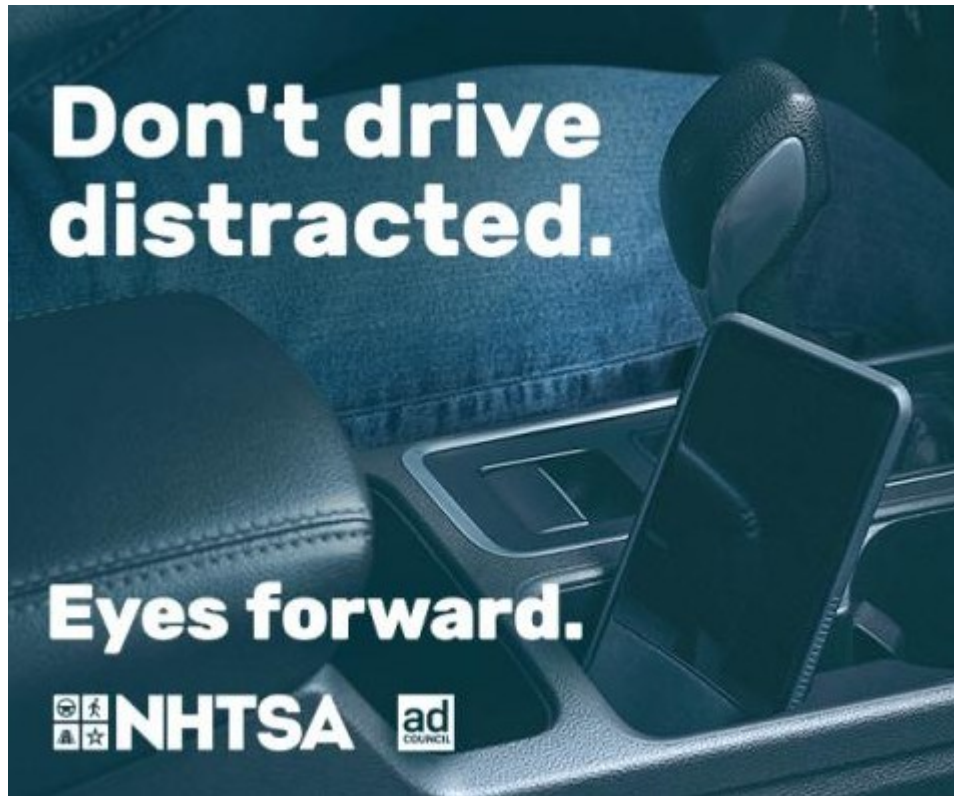
Total Crashes: 17

Contributing Factors:

- Teen Driver (5)
- 65+ Driver (5)
- Hit & Run (1)
- Impaired (1)
- Distracted (1)

GREEN BAY POLICE DEPARTMENT TRAFFIC SAFETY PLAN

A message for NHTSA





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

MEETING DATE

April 20, 2026

PREPARED BY

AGENDA ITEM # E.2

General Business: Report by the Police Department of the 2026 1st quarter serious injury and fatal crashes.
(All Alders)

BACKGROUND

RECOMMENDATION

Approve.

FISCAL IMPACT

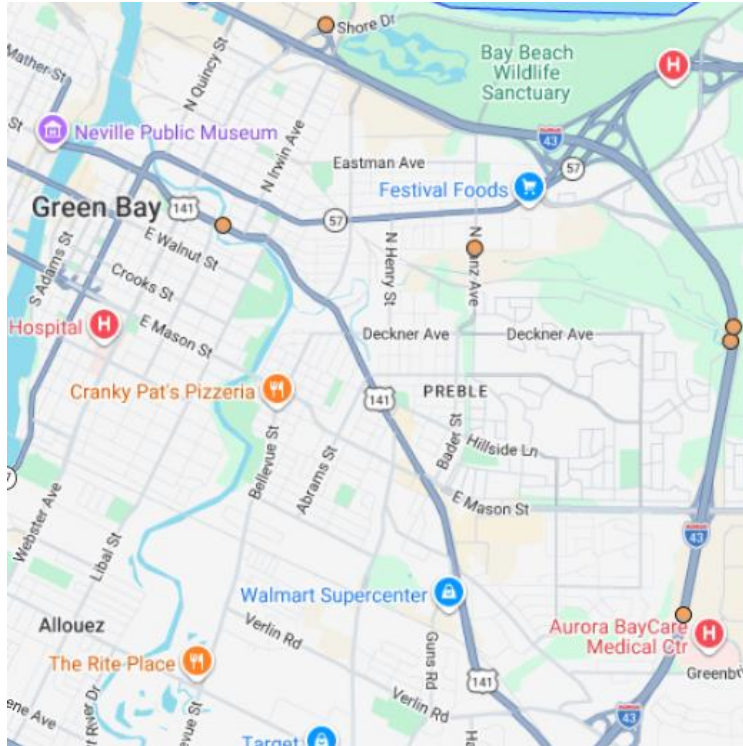
ATTACHMENTS

- I. 1-2026 First Quarter Fatal and Serious Injury Crash Summary



2026 First Quarter Serious Injury and Fatal Crash Summary

There were 6 crashes reported resulting in 0 fatalities and 52 injuries.



01/09/26 9:37 AM

GBPD Report #26-202871

On Monday, January 19th, 2026, at approximately 9:37 AM, a SUV was SB on I-43 near Baird Creek Rd. The vehicle lost control on a snow/ice covered roadway and struck a concrete barrier. The driver suffered suspected serious injuries.

02/09/26 3:40 PM

GBPD Report #26-206158

On Monday February 9th, 2026, at approximately 3:40 PM, a SUV and pickup truck were both NB on I-43 near Baird Creek Rd. The SUV struck the pickup while reportedly changing lanes, causing the truck to go into the median. The SUV drove across the median and struck several trees. Two passengers in the SUV suffered suspected serious injuries.



GREEN BAY POLICE DEPARTMENT

TRAFFIC SAFETY UNIT

03/03/26 3:26 PM

GBPD Report #26-209811

On Tuesday March 3rd, 2026, at approximately 3:26 PM, a motorcycle was westbound on Main St near St George St when it struck the rear of another vehicle. The operator of the motorcycle suffered suspected serious injuries.

03/14/26 12:19 PM

GBPD Report #26-211587

On Saturday March 14th 2026, at approximately 12:19 PM, a pedestrian was struck by a northbound SUV on I-43 near Greenbrier Rd.

03/19/26 3:54 AM

GBPD Report #26-212502

On Thursday March 19th, 2026, at approximately 3:54 AM, a sedan was westbound on Basten St and failed to yield to a southbound semi-truck. A passenger of the sedan suffered suspected serious injuries.

03/22/26 2:37 PM

GBPD Report #26-213075

On Sunday March 22nd, 2026, at approximately 2:37 PM, a coach bus was exiting I-43 NB onto N Webster Av and lost control, running off the road. Several passengers were injured. Investigation is ongoing.

A handwritten signature in black ink that reads "Sean Hamill".

Traffic SGT Sean Hamill



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

MEETING DATE

April 20, 2026

PREPARED BY

AGENDA ITEM # E.3

Refer Back from Initial Request on February 16, 2026: Consideration with possible action on the communication by Ald. Johnson (District 9) to remove or modify the "No Stopping or Standing 12 A.M. to 3 A.M." parking condition on Washington Street. (PC-26-03)

BACKGROUND

RECOMMENDATION

TO APPROVE.

FISCAL IMPACT

ATTACHMENTS

1. Memo for Comittee Recommendation from PD for 12a-3a Washington St Parking
2. Memo Parking Citation Washington St



Green Bay Police Department
307 South Adams Street
Green Bay, Wisconsin 54301-4582
www.gbpolice.org

Phone 920.448.3200
Fax 920.448.3248

To: Traffic, Bicycle, and Pedestrian Safety Committee
From: Capt. Tom Denney
Date: March, 10th 2026
Reference: Parking on Washington St

Since 2013, on-street parking spots in the 200 block on N Washington St and the on-street parking spots on the east side of the 100 block of S Washington St have been designated as a no-parking area from 12:00 AM-3:00 AM on Saturday and Sunday mornings. The Green Bay Police Department spoke in favor of this parking restriction back in 2013 when it was being considered. The reasons the police department gave for being in support of these restrictions included the fact that it would allow officers to better see the sidewalks in front of the bars (cars parked in front of the bars obstruct the view of officers driving by or officers stopped elsewhere in the area attempting to monitor the bar crowd) and it was expected to improve traffic safety by reducing the regularity with which a lane of travel would be blocked (taxis or other vehicles stopping in a lane of travel to pick up a passenger).

I have reviewed the calls for service trends in the 100 and 200 blocks of N Washington St as well as the 100 block of S Washington St over the last 5 years. This analysis includes only calls that happen on these blocks between 12:00 AM-3:00 AM on Saturday and Sunday mornings. I analyzed only calls that took place during these time frames because these are the time frames during which the current parking ban is in effect. From 2021-2025, N Washington St averaged 70.8 calls per year. Call volume has increased significantly on N Washington St over the last 5 years, with the average call volume in 2021 and 2022 being 49.5 per year and 90 in the years of 2023-2025. This rise in call volume has been driven primarily by an increase in disturbances and crime prevention calls. The crime prevention calls are not a direct indicator of an increase in criminal activity on N Washington St. Crime prevention calls this time of night are generally an officer parking in the area to show presence and monitor activity in the area. Sometimes an officer will create a call for service to document this, and sometimes an officer will not. Whether or not an officer does this is dependent on several factors such as call volume throughout the city and the availability of other officers throughout the city. An increase in crime prevention calls may not mean that officers are actually spending more time on N Washington St. It may just mean that officers are more frequently creating a call for service to document this activity. The increase in disturbance calls does suggest an increase in concerning behavior. Disturbance calls peaked in 2023 and 2024 with 28 and 26 disturbance calls respectively. The number of disturbance calls dipped in 2025 at 17. Please see the tables below, which further illustrate calls for service history. It should be noted that "SIFA" stands for "Self-initiated Field Activity." These are calls that an officer initiates on their own. Examples often include calls such as traffic stops, but these calls

also include disturbances that do not get called in by a complainant and are simply observed by an officer driving by or monitoring the area.

S Washington St has also seen an increase in calls for service over the last five years. The average calls for service per year on S Washington St for 2021-2023 was 22.3. The average calls for service in 2024 and 2025 increase to 40.7. This increase appears to be almost entirely driven by an increase in crime prevention calls. The nature of these calls is discussed in the above paragraph, and again, it may not be indicative of an increase in criminal activity in the area.

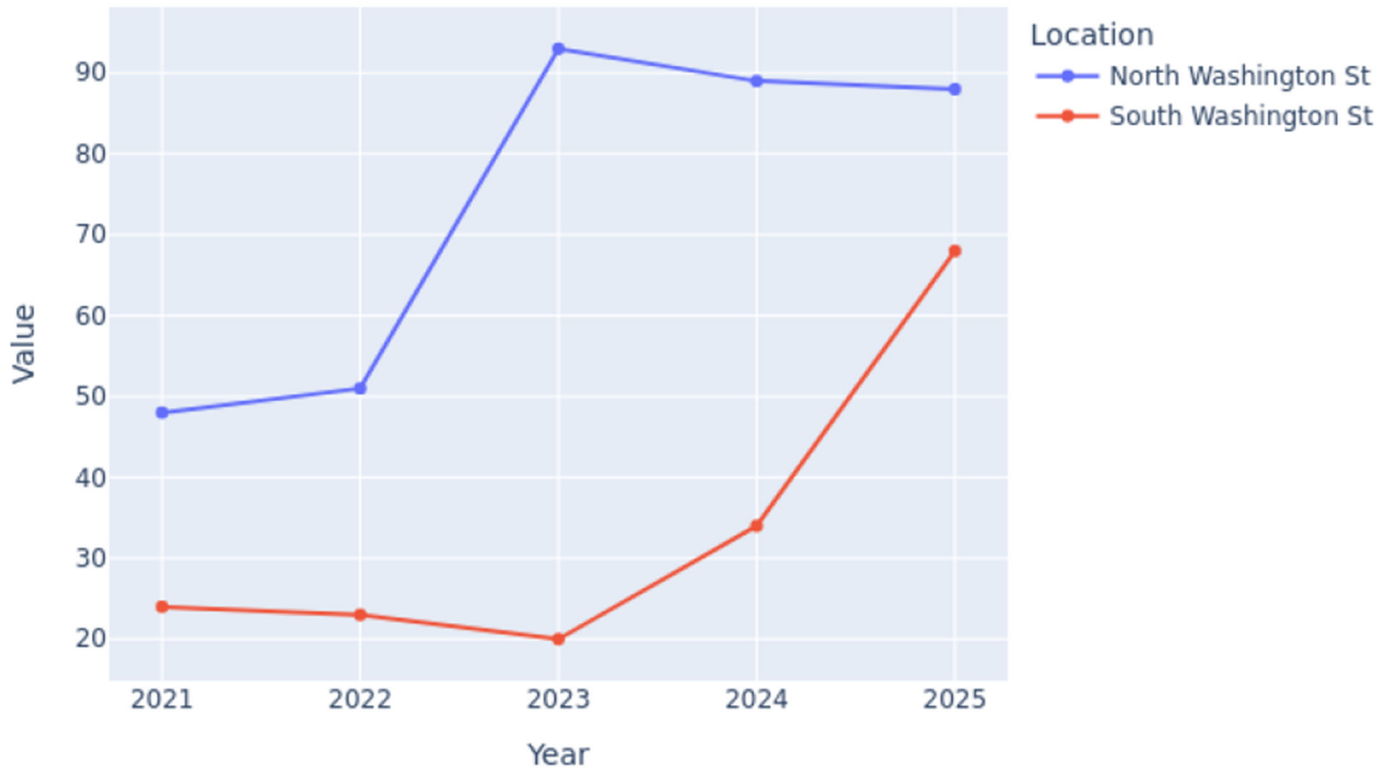
Last, I will discuss the potential impact the parking restrictions on Washington St has on traffic safety. As mentioned above, one of the benefits of not allowing vehicles to park in front of the bars on Washington St is that it improves visibility for pedestrians and drivers. If vehicles are allowed to park in front of the bars, it will make it more difficult for drivers to see pedestrians who step off of the sidewalk and attempt to cross the street mid-block. It will also make it more difficult for pedestrians to see vehicles coming. This is because with vehicles parked on the road in front of the bars, pedestrians will often have to walk between parked cars before crossing the lanes of vehicular travel. On S Washington St, this is still a significant concern. There are several on-street parking spots on the west side of S Washington St, directly across the street from the bars. Many bar patrons will park there and walk across S Washington St. I believe this concern is less significant on N Washington St with the loss of the parking lot in the 200 block of N Washington St. This has significantly decreased the amount number of pedestrians crossing the street mid-block on the 200 block of N Washington St. Last, not allowing vehicles to park in front of the bars also has the added benefit of giving emergency vehicles a place to park when responding to an emergency. This factor is more significant on N Washington St where the roadway is relatively narrow.

In conclusion, I believe that restricting parking on Washington St from 12:00 AM to 3:00 AM on Saturday and Sunday mornings still benefits public safety. That said, the environment on N Washington St has changed significantly with the loss of the large parking lot in the 200 block of N Washington St. I also understand that the number of parking citations being issued in the 200 block of N Washington St for violating this parking restriction is significant. From a purely public safety perspective, I would prefer that the parking restrictions on N Washington St remain unchanged. Considering the totality of situation on N Washington S however, I do believe that it would be reasonable to allow on-street parking on N Washington St during the days and hours discussed in this memo. On S. Washington St, I recommend that the parking restrictions remain the same. This is largely because I believe that allowing on street parking on the east side of S Washington St would make that area less safe for pedestrians crossing the street mid-block.

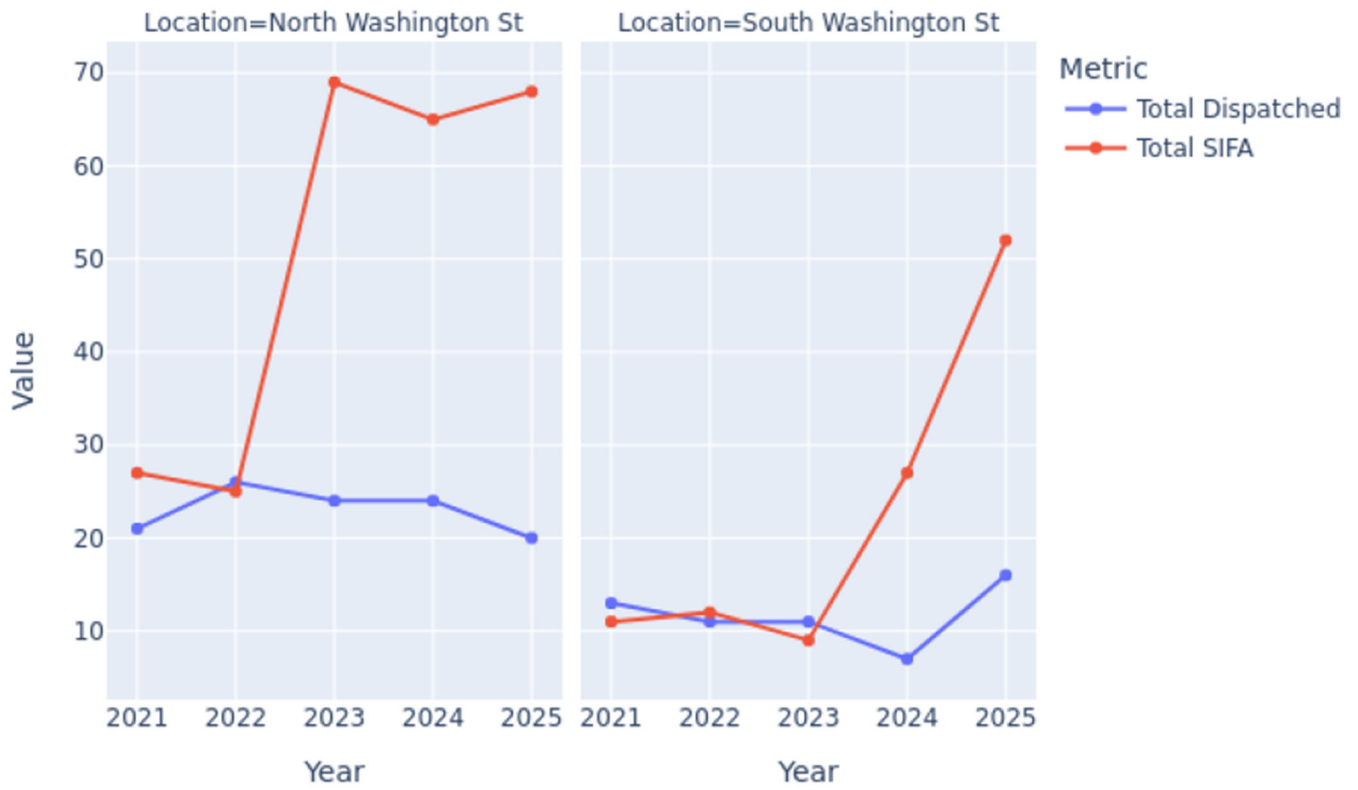
Respectfully,

Capt. Denney

Total Calls Trend



SIFA vs Dispatched Trend



Break Down of call-types on N. Washington St. and S Washington St.:

N Washington St

	2021	2022	2023	2024	2025
Total Calls	48	51	93	89	88
Total Dispatched	21	26	24	24	20
Total SIFA	27	25	69	65	68
Total Disturbances	8	14	28	26	17
Total Suspicious person	5	4	8	6	9
Total Welfare Checks	3	9	5	4	7
Total Traffic Related	10	11	10	21	20
Total Crime Prevention	6	2	23	18	16
Total Weapons Call	0	0	1	1	0
Total Other	16	11	18	13	19

S Washington St

	2021	2022	2023	2024	2025
Total Calls	24	23	20	34	68
Total Dispatched	13	11	11	7	16
Total SIFA	11	12	9	27	52
Total Disturbances	11	7	4	9	14
Total Suspicious person	1	2	2	2	3
Total Welfare Checks	2	2	2	0	5
Total Traffic Related	1	2	1	5	2
Total Crime Prevention	1	0	2	13	30
Total Weapons Call	0	0	0	1	0
Total Other	8	10	9	4	14



Public Works Department
100 North Jefferson Street - Room 300
Green Bay, Wisconsin 54301-5026
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Administration | Engineering | Traffic 920.448.3100
Operations 920.448.3535
Parking 920.448.3431
Fax 920.448.3102

TO: Traffic Bike and Pedestrian Commission

FROM: Tom Schuurmans – Traffic Engineer

DATE: March 3, 2026

RE: NO STOPPING NO STANDING (100 S Washington/200 N Washington)

This memorandum is submitted in response to the request from Alderman Brian Johnson (District 9) regarding the potential removal or modification of the “No Stopping or Standing 12:00 A.M. to 3:00 A.M.” parking restriction on Washington Street.

Background

The overnight parking restriction was established in 2013 by the Traffic Commission at the request of the Green Bay Police Department.

N. Washington Street (200 Block)

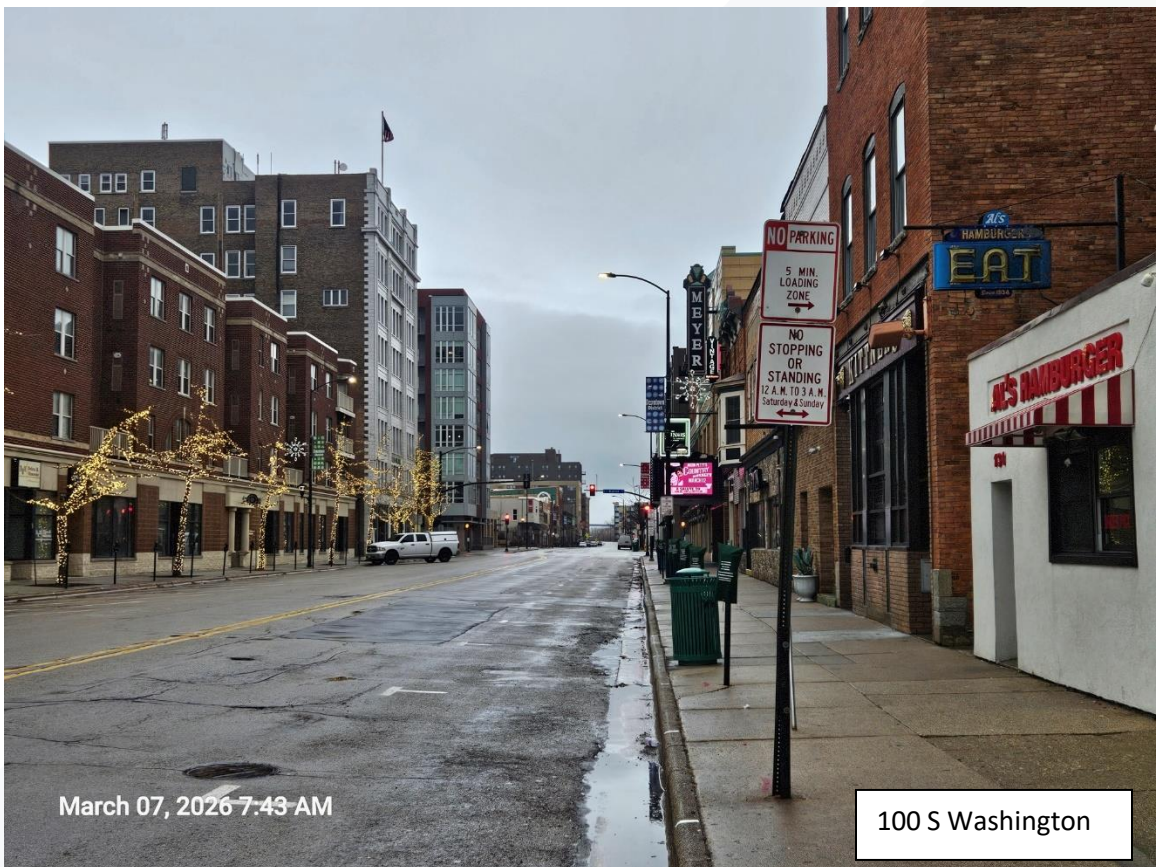
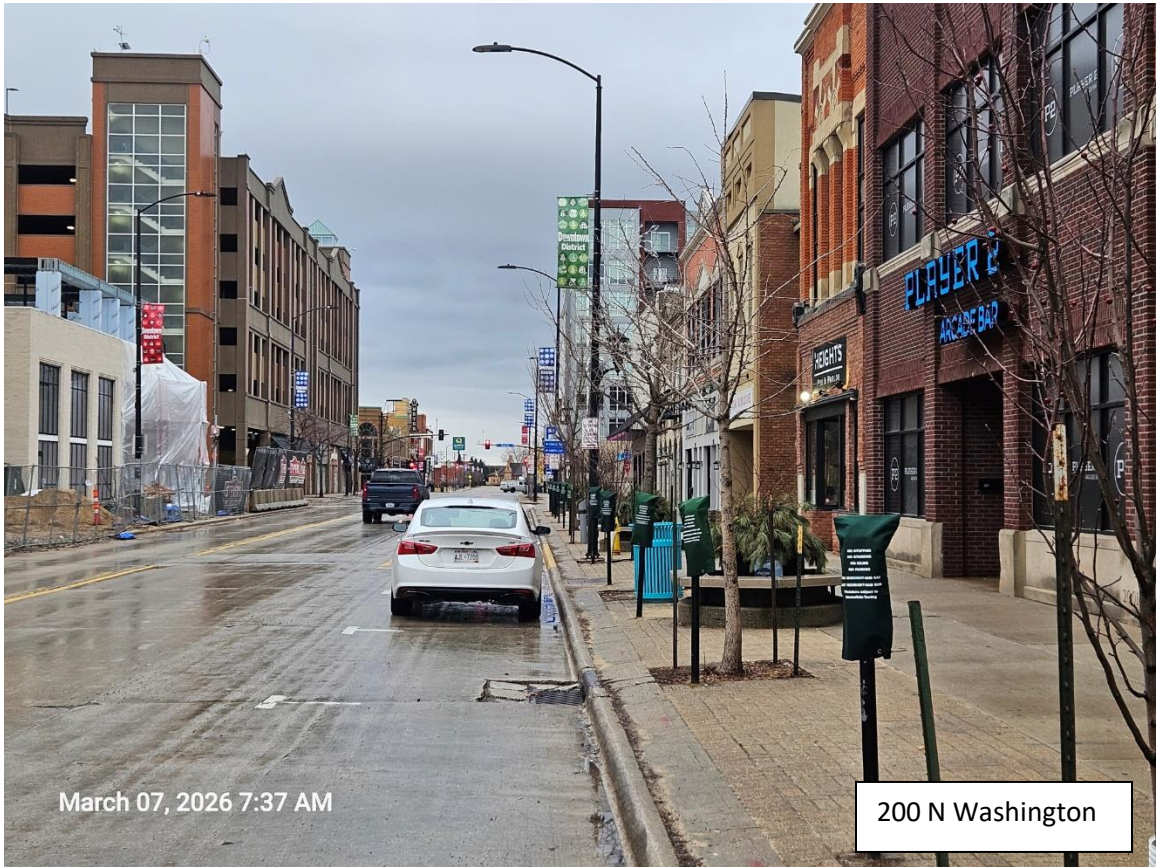
- Contains **12 parking meters**
- The area is fully signed to notify motorists of the restricted parkin zone
- Parking Division staff installs meter hoods at 6 PM so parkers arriving understand the restriction that starts at Midnight. To install any later would trap more parkers unaware of restriction.
- No parking is permitted on the east side of the roadway due to insufficient street width for on-street parking. With the elimination of Adams Street surface lot, the closest parking space would be the Cherry Street Ramp.

S. Washington Street (100 Block)

- Contains **9 parking meters**
- The area is fully signed to notify motorists of the restricted parkin zone
- Parking Division staff installs meter hoods at 6 PM so parkers arriving understand the restriction that starts at Midnight. To install any later would trap more parkers unaware of restriction.
- Unlike N. Washington Street, parking is permitted on the west side of the roadway.

Summary

The Mid-Night to 3 AM “No Stopping / No Standing” restriction has been in place since 2013 and was implemented at the request of the Green Bay Police Department. Both areas are clearly signed, and additional notification is provided through the use of meter hoods prior to enforcement hours. The roadway configuration differs slightly between the two blocks, particularly regarding available parking on opposing sides of the street in the 200 block of N. Washington.



**NO STOPPING
NO STANDING
NO IDLING
NO PARKING**

**FRI MIDNIGHT-5AM SAT
SAT MIDNIGHT-5AM SUN**

**Violators subject to
Immediate Towing**

No Stopping No Standing Citations 100 S. Washington Street 12AM-3AM			No Stopping No Standing Citations 200 N. Washington Street 12AM-3AM		
Year	Month	Citation Total	Year	Month	Citation Total
2025	January	9	2025	January	74
	February	6		February	89
	March	7		March	76
	April	6		April	50
	May	10		May	55
	June	4		June	53
	July	2		July	47
	August	13		August	72
	September	5		September	46
	October	2		October	52
	November	5		November	58
	December	3		December	55
	Yearly Total	72		Yearly Total	727
2024	January	0	2024	January	5
	February	2		February	22
	March	0		March	17
	April	1		April	33
	May	0		May	15
	June	1		June	31
	July	0		July	19
	August	2		August	47
	September	0		September	26
	October	2		October	32
	November	2		November	41
	December	4		December	70
	Yearly Total	14		Yearly Total	358
2023	January	0	2023	January	6
	February	0		February	17
	March	0		March	4
	April	1		April	23
	May	1		May	16
	June	0		June	2
	July	0		July	0
	August	0		August	14
	September	0		September	14
	October	1		October	15
	November	1		November	20
	December	2		December	17
	Yearly Total	6		Yearly Total	148



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

MEETING DATE

April 20, 2026

PREPARED BY

AGENDA ITEM # E.4

General Business: Consideration with possible action on a request by the Traffic Engineer, on behalf of Freedom House Ministries, to create a Bus Loading Zone on Saint Anthony Drive adjacent to its facility located at 2997 Saint Anthony Drive. (Districts 1 & 6)

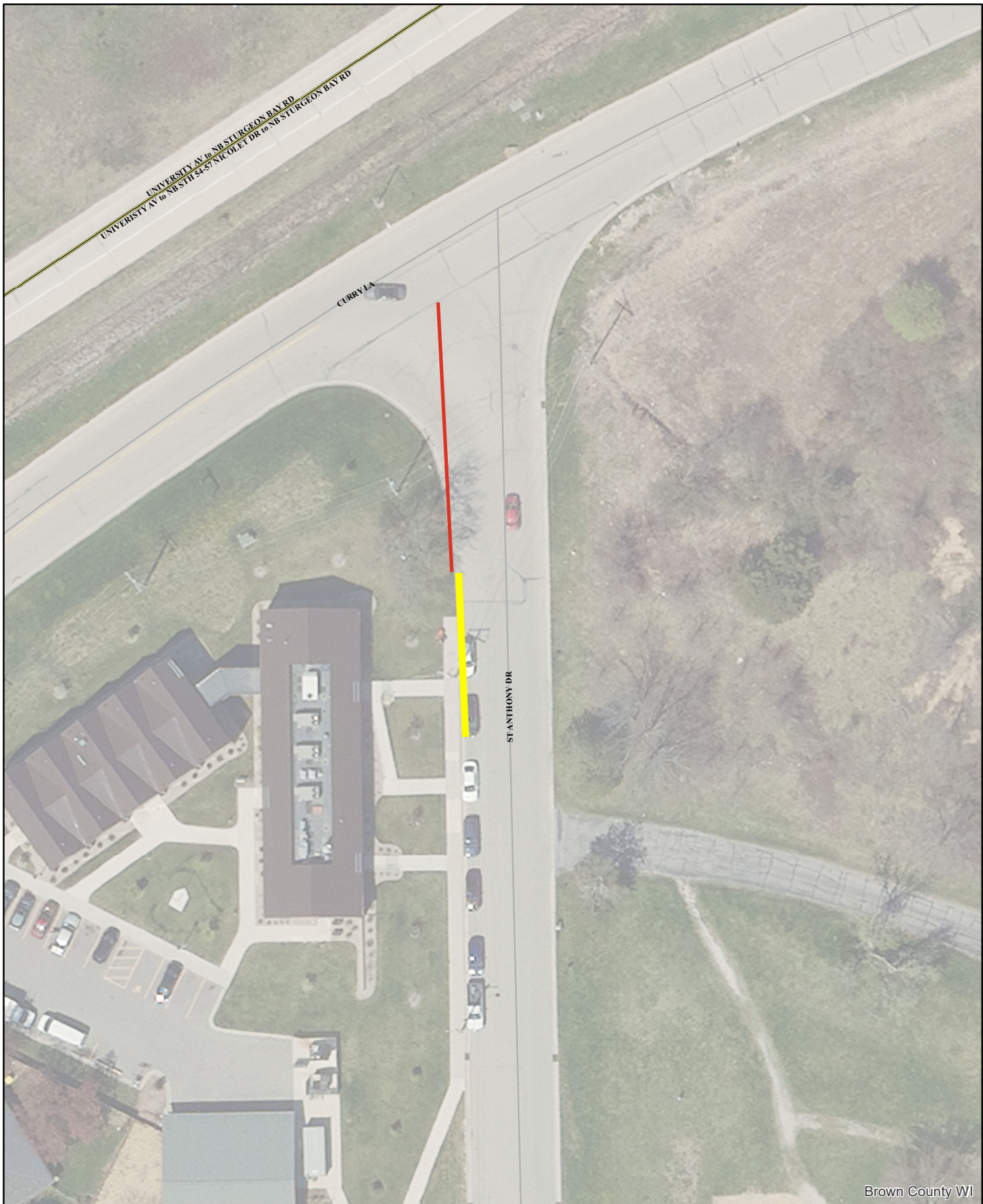
BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Saint Anthony Bus Loading



Brown County WI

1 in = 50 ft



Recommendation :

- A) To create a No Parking Anytime restriction on west side of St Anthony Drive from Curry Lane to a point 145 feet south of Curry Lane
- B) To create a No Parking Bus Loading Only on the west side of St Anthony Drive from a point 145 feet south of Curry Lane to a point 200 feet south of Curry Lane.



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

MEETING DATE

April 20, 2026

PREPARED BY

AGENDA ITEM # E.5

General Business: Consideration with possible action on a request by the Traffic Engineer to restrict parking on both sides of the West Mason Street south frontage road on behalf of Chili's Restaurant located at 2363 West Mason Street. (District 11)

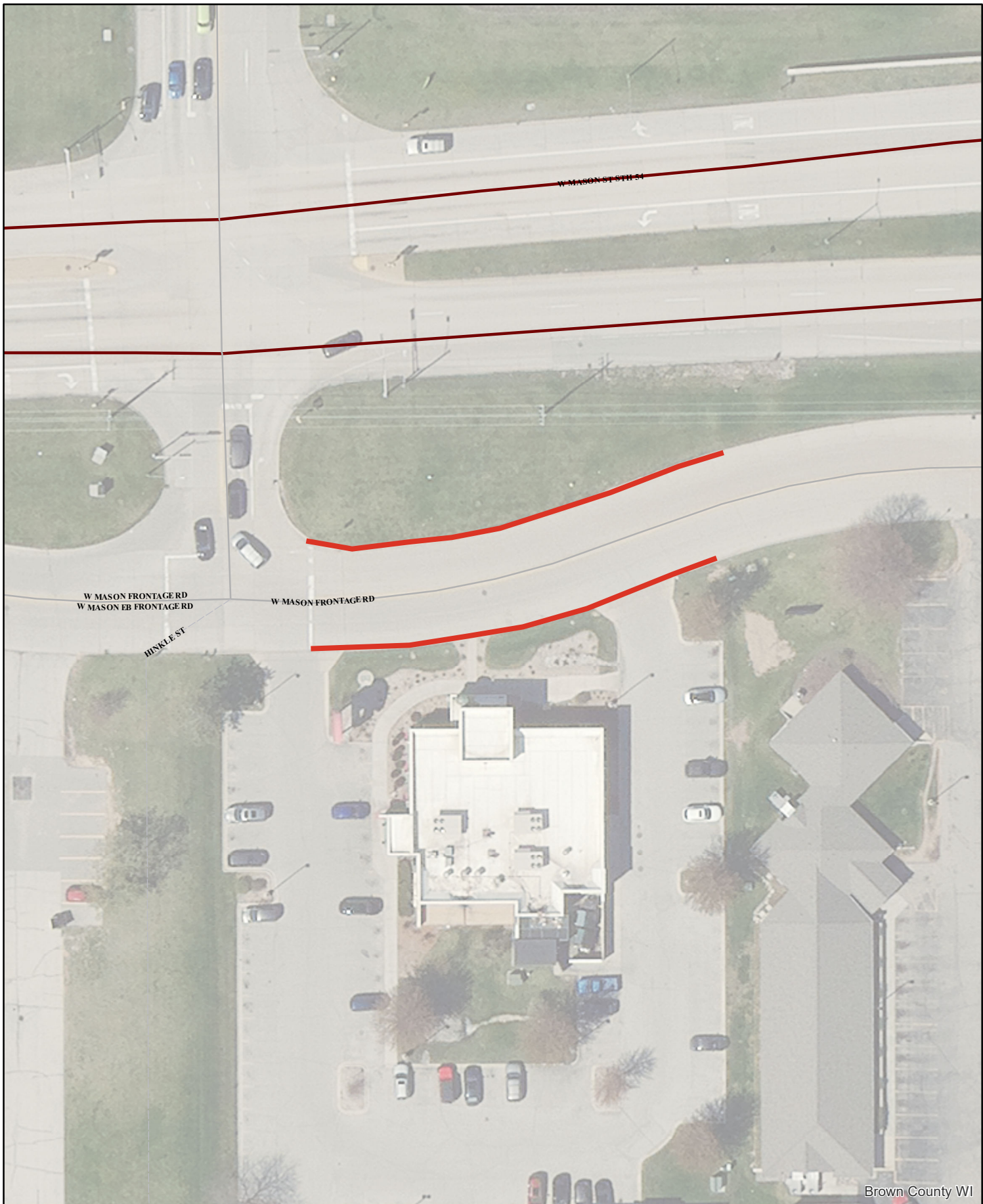
BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

- I. Chili's Parking



Brown County WI

1 in = 50 ft



Recommendation :

- A) To created a No Parking Anytime restriction on both side of the W Mason Street south Frontage Road from Hinkle Street to a point 190 feet east of Hinkle Streetpoint 140 south of Curry Lane



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

MEETING DATE

April 20, 2026

PREPARED BY

AGENDA ITEM # E.6

General Business: Consideration with possible action on a request by the Traffic Engineer to remove the traffic signal at Shawano Avenue (STH 29) and Siegler Street. (Districts 10 & 11)

BACKGROUND

RECOMMENDATION

APPROVE.

FISCAL IMPACT

ATTACHMENTS

- I. Green Bay HSHS Expansion TIA 2025-05-27

PART E – TRAFFIC SIGNAL WARRANTS

Warrants should be viewed as guidelines to help decide whether traffic signal controls may be installed. Meeting warrants does not translate to a legal requirement for their installation.

The year 2026 build traffic volumes were evaluated with traffic signal warrant #1 (Eight Hour Warrant), warrant #2 (Four-Hour Volume Warrant), and warrant #4 (Pedestrian Volume) at the Shawano Avenue intersection with Siegler Street without the north leg of the intersection (main hospital driveway) as that driveway will be removed as part of the hospital redevelopment. Based on the existing and redistributed traffic volumes with the 3-leg intersection configuration, traffic signal warrants #1, #2, and #3 were **not** met. Also, from the capacity analysis of the build volumes, the northbound approach movements on Siegler Street are shown to operate at an acceptable LOS C in the AM peak hour and LOS D in the PM peak hour under stop control.

The year 2026 build traffic volumes were evaluated with traffic signal warrant #1 and #2 at the Shawano Avenue intersection with West Drive #1, which will be the new main driveway to the hospital (for regular visitors and hospital drop-off/pick-up for non-emergencies). For the southbound approach, 50% of the right-turn volumes were included based on the length of the right-turn lane and the higher volume of the right turns. (Typically, no right-turns are included in the signal warrant analysis if an exclusive right-turn lane exists of longer length and the right-turns can occur with acceptable delay under stop control.) Based on the year 2026 build traffic volumes with a 108-bed capacity (short-term traffic projections), traffic signal warrants #1 and #2 were **not** met; however, if an additional 30-35 vehicles were added on the southbound approach during two of the higher peak hours, signal warrant #2 would be met.

A signal warrant analysis was also completed with a 250-bed hospital, essentially replicating full capacity of the hospital with another hospital addition, which would be the long-term improvement. Assuming the same parameters with the short-term analysis, with using 50% of the southbound right-turn traffic, both signal *Warrants 1 and 2 are expected to be met*. (Condition B is expected to be met for Signal Warrant #1 for 10 hours of the day and the four hours of Signal Warrant #2 are expected to be well over the minimum values.)

A sensitivity analysis was also completed, assuming a 180-bed scenario, which is 50% between the 108 and 250-bed capacity of the hospital. Based on this scenario, both signal *Warrants 1 and 2 are expected to be met*. Signal Warrant #1 is expected to be met eight hours of the day with Condition B (Interruption of Continuous Traffic).

PART F – PEDESTRIAN CROSSING ANALYSIS AT SIEGLER STREET

With the potential removal of the existing traffic signal at Shawano Avenue at Siegler Street, pedestrian crosswalk enhancements were investigated at the Siegler Street intersection. Two different types of activated warning crossings were evaluated, which includes a Pedestrian Hybrid Beacon (PHB), also known as a HAWK signal, and a Rectangular Rapid Flashing Beacon (RRFB).



Pedestrian Hybrid Beacon (PHB)



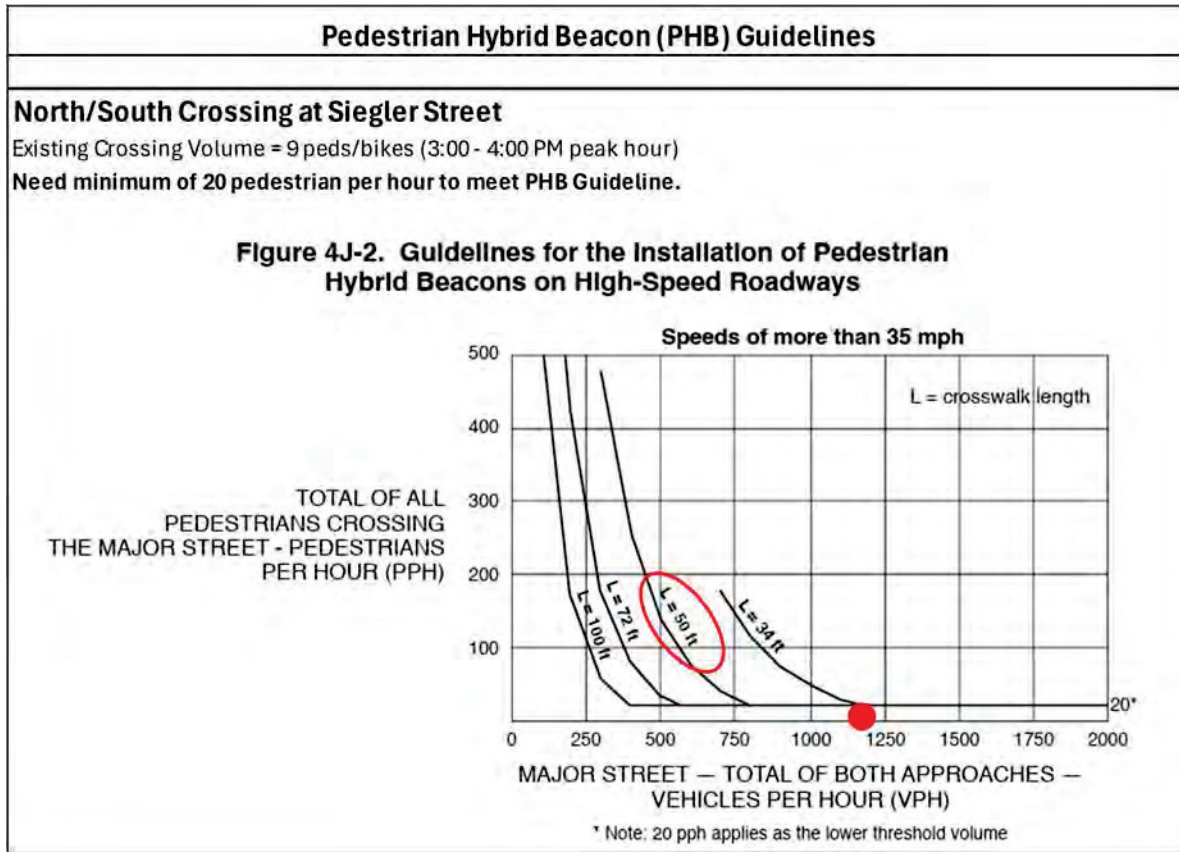
Rectangular Rapid Flashing Beacon (RRFB)

Per the WisDOT Manual on Uniform Traffic Control Devices (MUTCD) Chapter 4J, a pedestrian hybrid beacon (PHB) is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

If any one hour of a day has a major street volume total and corresponding pedestrian volume total that falls above the applicable line in the Chart, as shown on the following page, a pedestrian hybrid beacon may be considered for installation. Due to the low amount of pedestrians crossing Shawano Avenue at Siegler Street (5 pedestrians counted on July 14, 2022), a PHB is not warranted.

Pedestrian actuated RRFBs are a type of warning beacon that are used at uncontrolled pedestrian crossings to assist pedestrians in crossing the roadway. RRFBs are now included in the 11th Edition of the MUTCD (published December 2023), as it was not included in previous editions. From the MUTCD, a pedestrian-activated and/or bicyclist-activated rectangular rapid flashing beacon (RRFB) may be used to provide supplemental emphasis to pedestrian, school, and trail warning signs at marked crosswalks across uncontrolled approaches.

WisDOT's Traffic Engineering, Operations and Safety (TEOpS) Manual (Section 4-11-35) also provides seven criteria that should be met prior to installing an RRFB on a state highway. The table on the following page shows the WisDOT RRFB criteria and whether they are met for the Siegler Street crossing.



RRFB Criteria Following WisDOT TEOpS Manual

<u>Criterion</u>	<u>Shawano Avenue at Siegler Street</u>
Uncontrolled Pedestrian Crossing	Met
20+ Pedestrians/Hr*	Not Met
ADT of 1,500+ vpd	Met (14,600 vpd)
Max of 4 Lanes Crossed	Met (4 Lanes)
300'+ from controlled pedestrian crossing	Met (500 feet to West Drive #1)
Stopping Sight Distance Met	Met
1,200+ ft from another RRFB	Met

*Children <12 and adults >85 count as 2 pedestrians each

As shown in the RRFB chart above, an RRFB does not meet WisDOT’s criteria due to the lower volume of pedestrians/bicyclists crossing Siegler Street. It is important to note that children under 12 years of age or adults over 85 years of age count for double the amount of pedestrians. The traffic count at Shawano Avenue at Siegler Road did not decipher the approximate age groups of the crossing pedestrians, which could affect whether this criterion is met or not.

PART G – RECOMMENDED MODIFICATIONS

Modifications are for jurisdictional consideration and are not legally binding. The City of Green Bay reserves the right to determine alternative solutions.

Based on the proposed development traffic and capacity analysis, the following short -term and long-term improvements are recommended, which are also shown on [Exhibit 11](#):

SHORT-TERM IMPROVEMENTS

Shawano Avenue at West Drive #1 (Future Main Drive)

- No additional improvements are needed at this intersection.

Shawano Avenue at Siegler Street

- Remove the southbound approach to the intersection as shown on [Exhibit 2](#).
- Consider removing the existing traffic signal since it will no longer be warranted based on the future build traffic volumes.
- Convert the northbound approach to one left-turn lane and one right-turn lane with stop control if traffic signal is removed.
- Due to the amount of pedestrians crossing Shawano Avenue at the Siegler Road throughout the day, enhance the crosswalk pavement markings and add crosswalk warning signs. An RRFB could be considered based on the amount and age of pedestrians crossing at this crosswalk. A more recent traffic count is recommended that notes the age groups of pedestrians as more children and older adults would help justify an RRFB.

Shawano Avenue at East Drive #3 (Emergency Department)

- Remove the existing east driveway to the emergency drop-off and install a new emergency access drive at the location shown on [Exhibit 2](#) (approximately 280 feet east of Siegler Street).
- Construct the proposed access drive with one southbound approach lane (shared left/through/right-turn) with side-street stop control.

Shawano Avenue at East Drive #4

- Construct the proposed access drive with one southbound 40-foot long right-turn lane and one left-turn lane with side-street stop control.
- The driveway location is proposed to be approximately 430 feet from Siegler Street and 50 feet west of the existing Valley Green Apartment Drive.

Shawano Avenue at Valley Green Apartment Drive

- No additional improvements are needed with the development traffic.

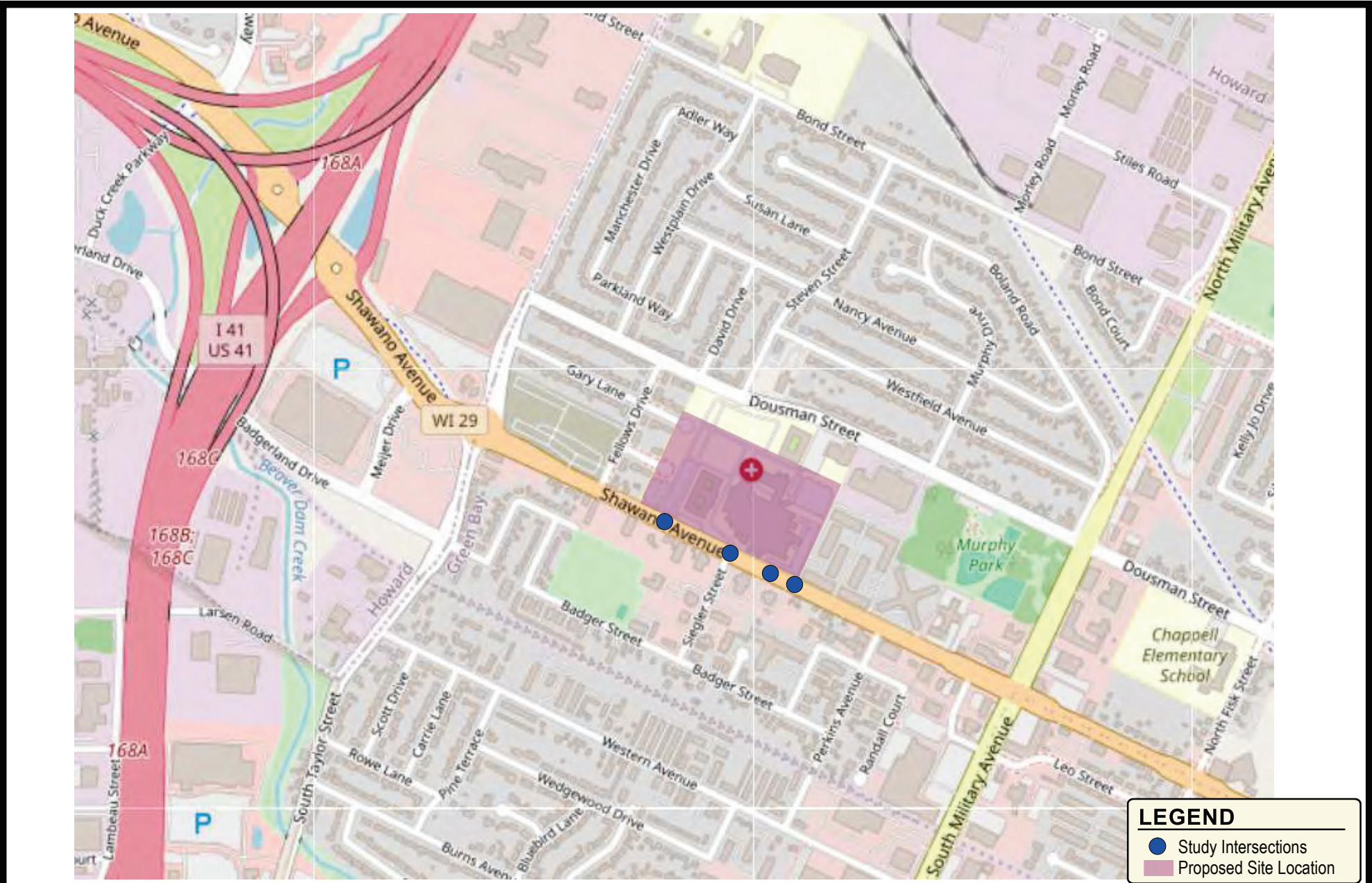
LONG-TERM IMPROVEMENTS

Shawano Avenue at West Drive #1 (Future Main Drive)

- Install traffic signal with eastbound protected/permitted left-turn phase when warranted. Traffic signal is expected to be warranted with a 150-180 bed count. Since this intersection is approximately ½ mile from the nearest traffic signalized intersection at Military Avenue, it is recommended the traffic signal operate as actuated/uncoordinated.
- Consider adding a south access drive to access C.T. Imaging and L.I.F.E. Academy businesses as part of the fourth leg of the signalized intersection. The northbound approach can be a shared left-turn/through/right-turn lane.
- For the southbound approach, keep the existing 40-foot long southbound right-turn lane and the southbound left-turn lane. If the south leg of the intersection is installed, convert the inside lane as a shared left-turn/through lane.

PART H – CONCLUSION

With the proposed hospital redevelopment and expansion, traffic volumes will increase along Shawano Avenue; however, all movements at the study area intersections are expected to operate safely and efficiently with the recommended improvements.

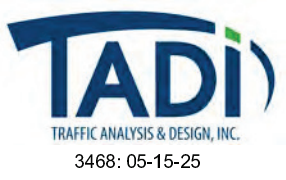


LEGEND

- Study Intersections
- Proposed Site Location

**EXHIBIT 1
SITE LOCATION MAP**

GREEN BAY, WI





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

MEETING DATE

April 20, 2026

PREPARED BY

AGENDA ITEM # E.7

General Business: Consideration with possible action on a request by the Traffic Engineer to remove the traffic signal at Dousman Street and Taylor Street. (District 10)

BACKGROUND

RECOMMENDATION

APPROVE.

FISCAL IMPACT

ATTACHMENTS

- I. Memo - Taylor at Dousman



Public Works Department
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Operations 920.448.3535
Parking 920.448.3431
Fax 920.448.3102

TO: Traffic, Bicycle, and Pedestrian (TB&P) Commission

FROM: Traffic Engineer Tom Schuurmans

RE: Traffic Study Taylor Street at Dousman Street

DATE: April 9, 2026

This memorandum serves as a follow-up to a request submitted by Alderman Stauer (District 10) to conduct a traffic study at the intersection of N. Taylor Street and Dousman Street. The findings will be presented at the April 20, 2026 Traffic, Bicycle, and Pedestrian (TB&P) Commission meeting

Traffic Signal Warrant Evaluation

Refer to Figure 1 for a summary of the traffic signal warrants as applied at the intersection of N. Taylor Street and Dousman Street.

Operational Evaluation

A 12-hour turning movement count was conducted in July 2025.

During data collection, delays were observed on both N. Taylor Street and Dousman Street. These delays are attributed to the signal operating in a **non-actuated (fixed-time) mode**, where green time is allocated to all movements regardless of whether vehicles are present. This results in inefficient operation, particularly during periods of low or unbalanced traffic demand.

Conclusion

Based on the warrant analysis and operational observations, the intersection **does not meet the warrants needed for a traffic signal.**

Recommendation

It is recommended to:

- **Remove the existing traffic signal, and**
- **Replace it with an all-way (four-way) stop control**

City of Green Bay - Traffic Division

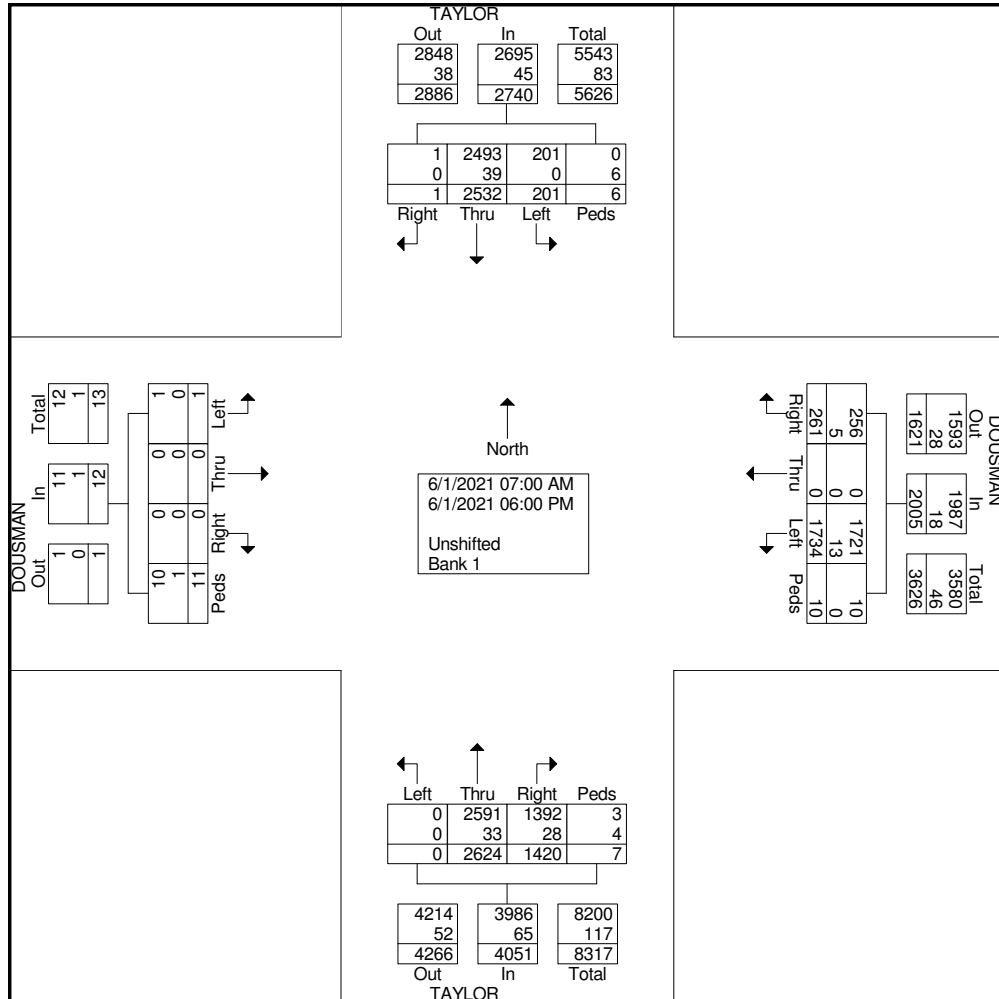
100 N. Jefferson Street Room 300
Green Bay Wisconsin, 54301

Last Counted

File Name : Taylor at Dousman 7-7
Site Code : 00000000
Start Date : 6/1/2021
Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	TAYLOR From North					DOUSMAN From East					TAYLOR From South					DOUSMAN From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	161	22	0	183	14	0	129	0	143	123	153	0	1	277	0	0	0	0	0	603
08:00 AM	0	179	14	0	193	22	0	124	0	146	92	169	0	1	262	0	0	0	0	0	601
09:00 AM	0	155	15	1	171	17	0	126	1	144	75	150	0	0	225	0	0	0	1	1	541
10:00 AM	0	180	16	1	197	16	0	117	1	134	78	152	0	0	230	0	0	0	0	0	561
11:00 AM	0	193	11	0	204	21	0	118	0	139	99	208	0	1	308	0	0	0	0	0	651
12:00 PM	0	240	19	0	259	30	0	143	0	173	101	238	0	0	339	0	0	0	0	0	771
01:00 PM	0	206	15	2	223	22	0	144	8	174	104	221	0	1	326	0	0	0	0	0	723
02:00 PM	1	222	10	0	233	26	0	156	0	182	131	222	0	0	353	0	0	0	9	9	777
03:00 PM	0	271	25	1	297	26	0	181	0	207	159	259	0	1	419	0	0	0	0	0	923
04:00 PM	0	329	18	1	348	28	0	189	0	217	198	347	0	0	545	0	0	1	0	1	1111
05:00 PM	0	217	21	0	238	25	0	165	0	190	144	296	0	1	441	0	0	0	1	1	870
06:00 PM	0	179	15	0	194	14	0	142	0	156	116	209	0	1	326	0	0	0	0	0	676
Grand Total	1	2532	201	6	2740	261	0	1734	10	2005	1420	2624	0	7	4051	0	0	1	11	12	8808
Apprch %	0	92.4	7.3	0.2		13	0	86.5	0.5		35.1	64.8	0	0.2		0	0	8.3	91.7		
Total %	0	28.7	2.3	0.1	31.1	3	0	19.7	0.1	22.8	16.1	29.8	0	0.1	46	0	0	0	0.1	0.1	
Unshifted	1	2493	201	0	2695	256	0	1721	10	1987	1392	2591	0	3	3986	0	0	1	10	11	8679
% Unshifted	100	98.5	100	0	98.4	98.1	0	99.3	100	99.1	98	98.7	0	42.9	98.4	0	0	100	90.9	91.7	98.5
Bank 1	0	39	0	6	45	5	0	13	0	18	28	33	0	4	65	0	0	0	1	1	129
% Bank 1	0	1.5	0	100	1.6	1.9	0	0.7	0	0.9	2	1.3	0	57.1	1.6	0	0	0	9.1	8.3	1.5



City of Green Bay - Traffic Division

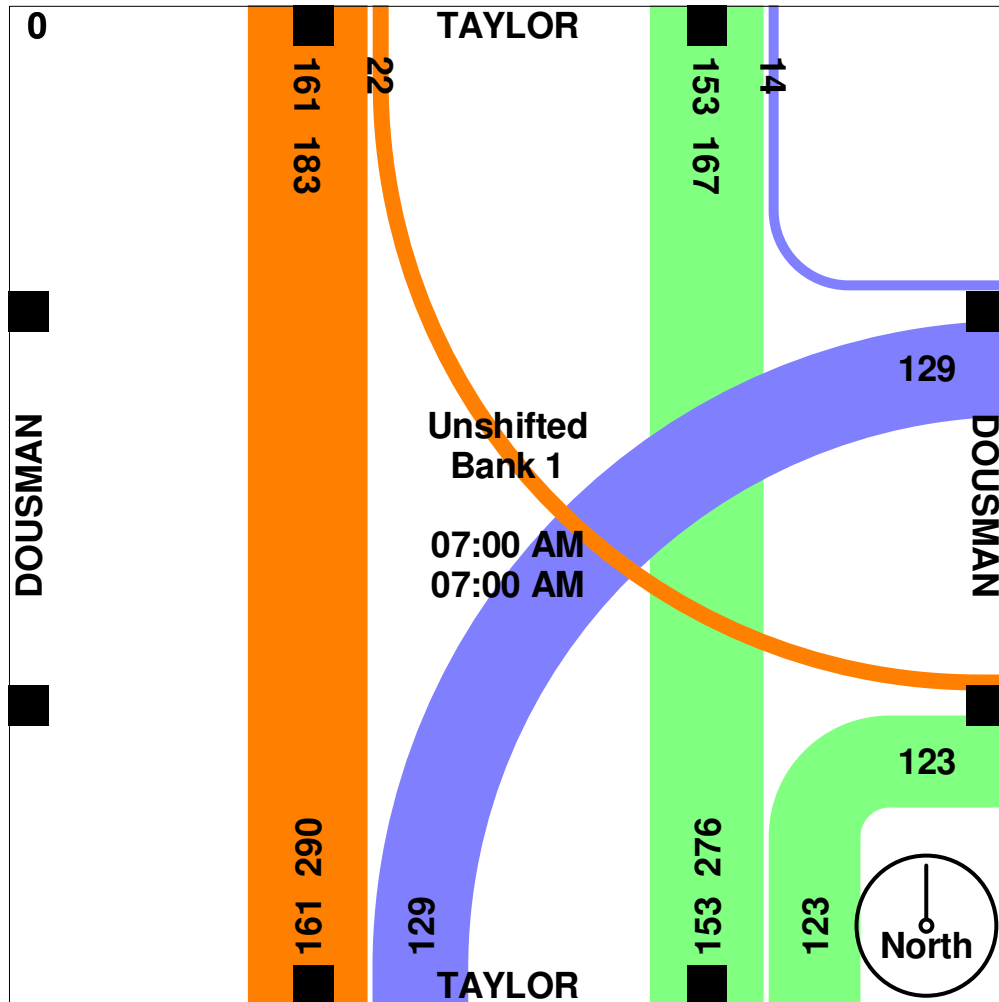
100 N. Jefferson Street Room 300
Green Bay Wisconsin, 54301

Last Counted

File Name : Taylor at Dousman 7-7
Site Code : 00000000
Start Date : 6/1/2021
Page No : 2

Start Time	TAYLOR From North					DOUSMAN From East					TAYLOR From South					DOUSMAN From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
7:00:00 AM	0	161	22	0	183	14	0	129	0	143	123	153	0	1	277	0	0	0	0	0	603
Total Volume	0	161	22	0	183	14	0	129	0	143	123	153	0	1	277	0	0	0	0	0	603
% App. Total	0	88	12	0		9.8	0	90.2	0		44.4	55.2	0	0.4							
PHF	.000	1.00	1.00	.000	1.00	1.00	.000	1.00	.000	1.00	1.00	1.00	.000	1.00	1.00	.000	.000	.000	.000	.000	1.00

Peak Hour Analysis From 7:00:00 AM to 9:00:00 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 7:00:00 AM



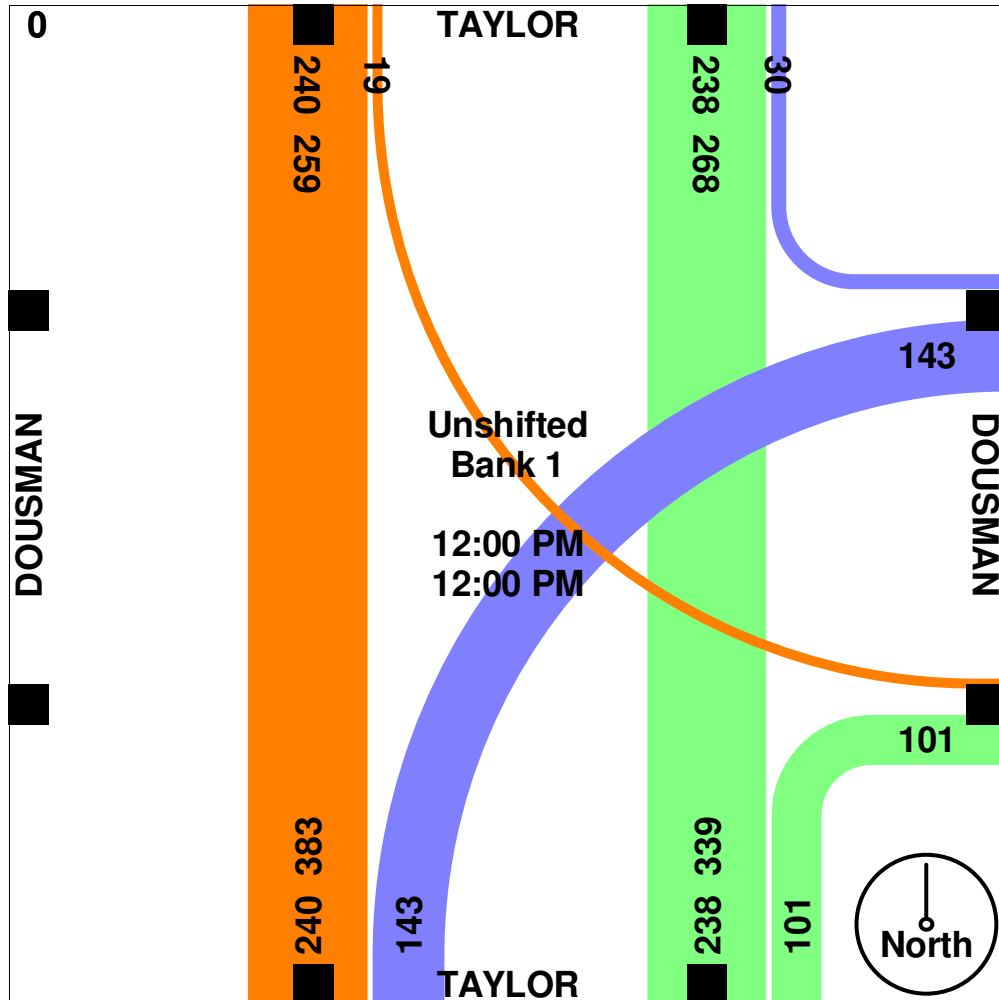
City of Green Bay - Traffic Division

100 N. Jefferson Street Room 300
Green Bay Wisconsin, 54301

Last Counted

File Name : Taylor at Dousman 7-7
Site Code : 00000000
Start Date : 6/1/2021
Page No : 3

Start Time	TAYLOR From North					DOUSMAN From East					TAYLOR From South					DOUSMAN From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 10:00:00 AM to 1:00:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00:00 PM																					
12:00:00 PM	0	240	19	0	259	30	0	143	0	173	101	238	0	0	339	0	0	0	0	0	771
Total Volume	0	240	19	0	259	30	0	143	0	173	101	238	0	0	339	0	0	0	0	0	771
% App. Total	0	92.7	7.3	0		17.3	0	82.7	0		29.8	70.2	0	0		0	0	0	0		
PHF	.000	1.00	1.00	.000	1.00	1.00	.000	1.00	.000	1.00	1.00	1.00	.000	.000	1.00	.000	.000	.000	.000	.000	1.00



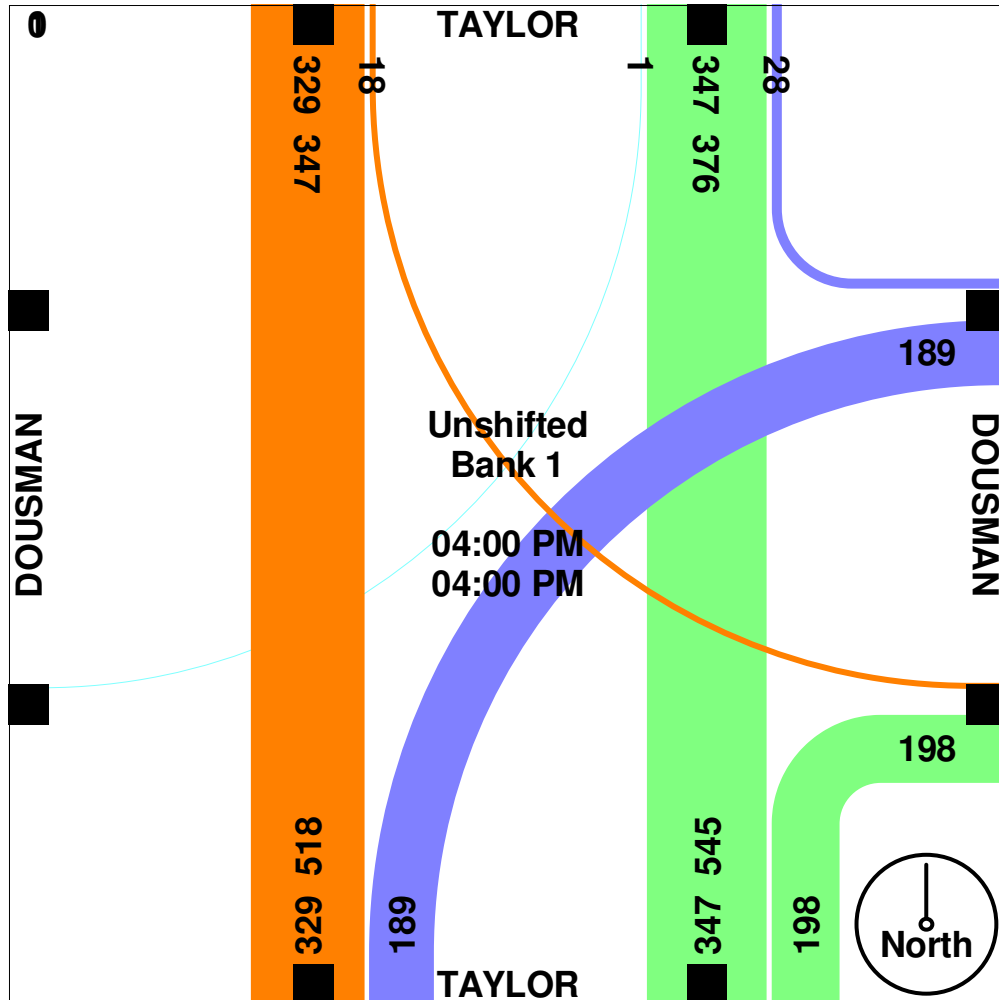
City of Green Bay - Traffic Division

100 N. Jefferson Street Room 300
Green Bay Wisconsin, 54301

Last Counted

File Name : Taylor at Dousman 7-7
Site Code : 00000000
Start Date : 6/1/2021
Page No : 4

Start Time	TAYLOR From North					DOUSMAN From East					TAYLOR From South					DOUSMAN From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 2:00:00 PM to 6:00:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	0	329	18	1	348	28	0	189	0	217	198	347	0	0	545	0	0	1	0	1	1111
Total Volume	0	329	18	1	348	28	0	189	0	217	198	347	0	0	545	0	0	1	0	1	1111
% App. Total	0	94.5	5.2	0.3		12.9	0	87.1	0		36.3	63.7	0	0		0	0	100	0		
PHF	.000	1.00	1.00	1.00	1.00	1.00	.000	1.00	.000	1.00	1.00	1.00	.000	.000	1.00	.000	.000	1.00	.000	1.00	1.00



Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Taylor Street at Dousman Street
County: Brown
City: Green Bay WI

Major Street: Taylor Street
Critical Approach Speed: 25 mph
Lanes: 2 or more lanes

Minor Street: Dousman Street
Critical Approach Speed: 25 mph
Lanes: 2 or more lanes

% Right Turns Included	In built-up area of isolated community of < 10,000 population? No
From North (SB) 0%	Total number of approaches at intersection? 4 or more
From East (WB) 0%	If it is a "T" intersection, inflate minor threshold to 150%? Yes
From South (NB) 0%	Manually set volume level? No
From West (EB) 0%	

Analysis based on **EXISTING** volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	No
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	No
Warrant 3: Peak Hour Volume	No
Warrant 4: Pedestrian Volume	N/A
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	N/A
Warrant 7: Crash Experience	No
Warrant 8: Roadway Network	No
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name: Tom Schuurmans - Traffic Technician
Agency: City of Green Bay
Date: 7/8/2021

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	300	240
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	150	120
Number of Hours	0	1

Satisfied? No

Condition C: Combination of A & B at 80%		
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Satisfied? No

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	0	0	0
2	7:00	8:00	459	143	602
3	8:00	9:00	454	146	600
4	9:00	10:00	395	143	538
5	10:00	11:00	426	133	559
6	11:00	12:00	511	139	650
7	12:00	13:00	598	173	771
8	13:00	14:00	546	166	712
9	14:00	15:00	585	182	767
10	15:00	16:00	714	207	921
11	16:00	17:00	892	217	1109
12	17:00	18:00	678	190	868
13	18:00	19:00	519	156	675
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume

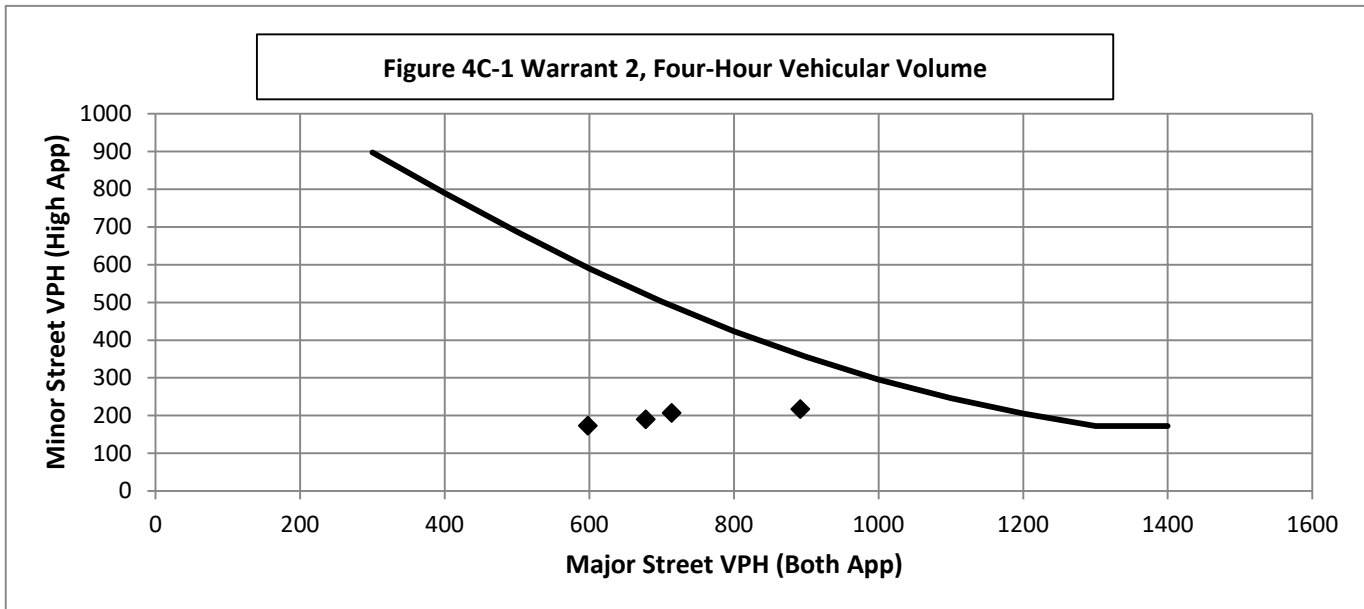
100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Hour Start	16:00	15:00	17:00	12:00
Major Road Vol.	892	714	678	598
Minor Road Vol.	217	207	190	173



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

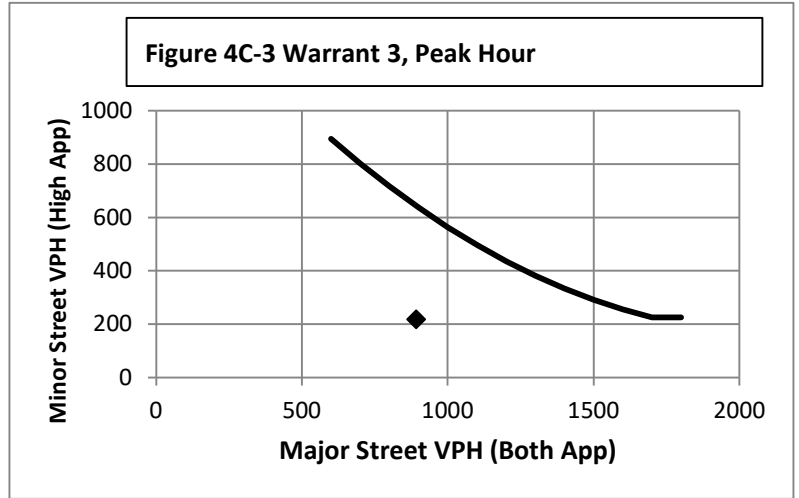
Condition justifying use of warrant:

Near Hospital and Big Box Development

Criteria		Met?
Delay on Minor Approach	5	No
Volume on Minor Approach	150	Yes
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	892	217



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

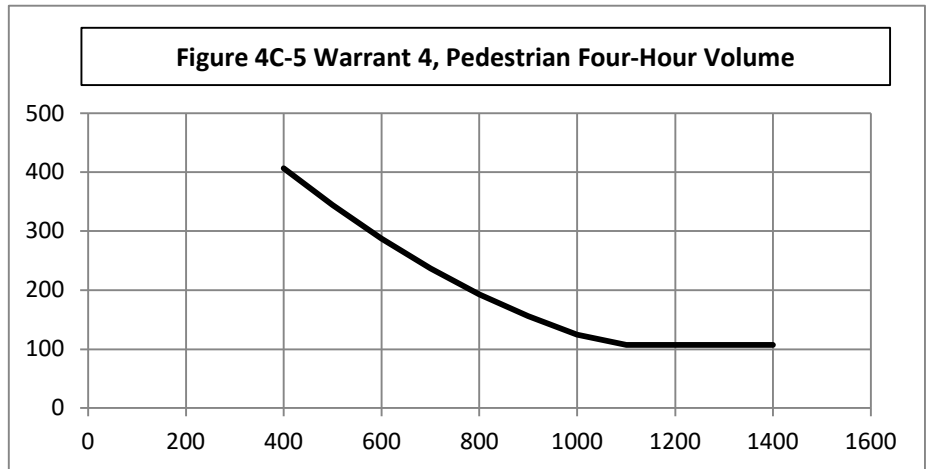
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

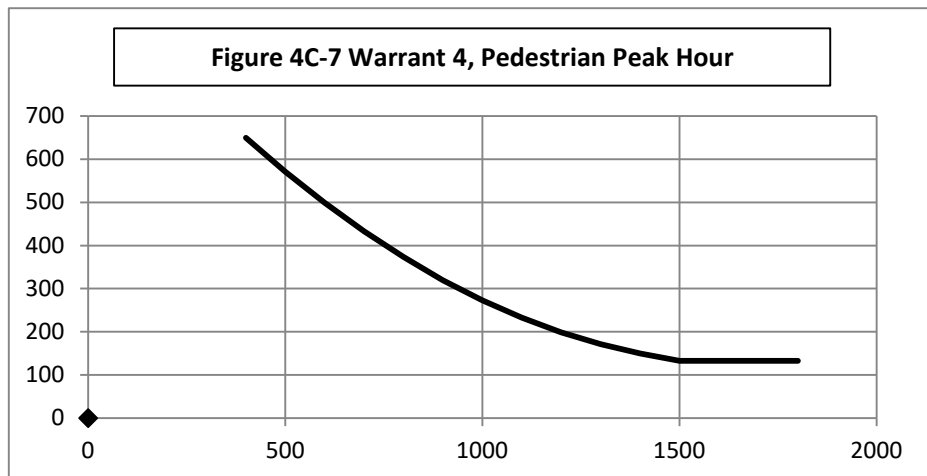
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?





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

MEETING DATE

April 20, 2026

PREPARED BY

AGENDA ITEM # E.8

General Business: Consideration with possible action on a request by the Traffic Engineer to restrict parking on the south side of Liberty Street west of Ridge Road. (District 8)

BACKGROUND

RECOMMENDATION

TO APPROVE.

FISCAL IMPACT

ATTACHMENTS

- I. Liberty at Ridge



Brown County WI

1"=100'

Consideration with possible action on a request by the Traffic Engineer to restrict parking on the south side of Liberty Street west of Ridge Road.

Motion:

To create a NO PARKING zone on the south side of Liberty Street from Ridge Road to a point 60 feet west Ridge Road