

# VILLAGE OF ALLOUEZ

Allouez Village Hall • 1900 Libal Street • Green Bay, Wisconsin 54301-2453  
Phone No.: (920) 448-2800 • Fax No.: (920) 448-2850

## Department of Public Works

### PUBLIC WORKS COMMITTEE MINUTES FOR AUGUST 25, 2016

Based on the August 25<sup>th</sup> meeting with WisDOT it is not recommended that PWC action to recommend installing the Riverside Drive crosswalk without signaling be implemented at this time. The meeting minutes are attached.

WisDOT feels this is not a safe practice and does not want the village to proceed with a crosswalk only.

WisDOT is working on the details of a crosswalk and signaling approach that will be the most effective and will be providing further information.

It would be best to put this recommendation on hold until such time that we have further details.

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**Memo:** Meeting with Bob Schuurmans, WisDOT regarding pedestrian crosswalks and signals on Riverside Drive.

**Present:** Bob Schuurmans, Brad Lange, Jeff Piette, Craig Berndt

**Date:** August 25, 2016

The meeting summary is as follows:

1. Placing a pedestrian crosswalk only, or on an interim basis, is not recommended due to safety concerns. Adequate signaling is required to improve pedestrian safety. A crosswalk only is not feasible.
2. Based on Bob's research a rectangular rapid flashing beacon (RRFB) signal is not applicable to a high traffic roadway such as Riverside Drive. The DOT would prefer that this signal not be used in this application, though it is a lower cost to install.
3. Based on Bob's discussion's within the DOT, the hybrid beacon (Hawk) is the preferred signal. Several comments about the hybrid beacon are as follows:
  - a. The Sunset Circle area would not meet traffic warrants (minimum number of pedestrian crossings) to meet the MUTCD requirements, but the DOT would still approve it because this information is not available at this time. Sort of a "if you build it they will come" situation.
  - b. The cost of a hybrid beacon installation, based on a recent DOT project in Milwaukee, is likely to be about \$120,000. The concrete foundation and the superstructure is expensive.
  - c. Allouez would have to pay for the installation, but it could be turned over to WisDOT after complete for DOT maintenance of the signal system. This would be a good idea as accidents causing damage or signal maintenance/programming would be a DOT responsibility.
  - d. Bob is going to check on making this project a fundable project under the future Riverside Drive reconstruction project. This could be a credit to Allouez against the future CSS costs. This is very preliminary at this time.
  - e. This project will require a contractor such as Bodart Electric to do the work. It requires a 42" diameter 14 ft deep concrete base on each side of the roadway for the pole base. Bodart has the equipment to do this. Bodart may be the only or one of the only contractors that is qualified to drill the foundation and to tension the bolts for installation of the overhead posts. They also have a big backlog of work so getting them on-site will require some effort.
  - f. The concrete base may be difficult to install due to the poor soils. It may be necessary to sheet the boring with a steel casing to prevent cave-in. The close proximity to sidewalk/curb and private property may require the sheeting. This should be evaluated during design.

- g. Craig commented that an engineering proposal for design of this crossing will be requested as this project includes electrical, structural, and DOT highway design aspects.
- h. DOT will limit the number of pedestrian crossings that include a hybrid signal. Not all crossings, outside of the stop light intersections, would include this signal. This is a cost limitation on the future project.
- i. We discussed the village reviewing the number of crossings and defining which crossings would actually be a hybrid signal. This is a task we will undertake.
- j. The DOT will place the standard signage on the project (signs on posts).

Bob will be getting us some additional information.

We will proceed with getting an RFP to a consultant for assistance.

C. Berndt

**MEETING MINUTES  
PUBLIC WORK'S COMMITTEE MEETING  
Wednesday August 10, 2016  
5:30 P.M., Allouez Village Hall**

Present: Jim Genrich, Jim Rafter, Rick King, Lynn Green, Clarence Matuszak  
Also Present: Craig Berndt, Brad Lange

Meeting called to order by Chairperson Green at 5:30 PM.

1. **MODIFY/ADOPT AGENDA**  
Motion to adopt the agenda by Genrich, second by Rafter. Motion carried.
2. **APPROVE MINUTES** from the July 13th meeting.  
Motion to approve the minutes by Rafter, second by Matuszak. Motion carried.

**OLD BUSINESS:**

3. **RIVERSIDE DRIVE PEDESTRIAN CROSSINGS.**  
Berndt summarized the status of the proposed pedestrian crossings on Riverside Drive (see the attached summary) and the meeting with WisDOT. We are waiting for further information from WisDOT on the signal options and the ability to permit the signal(s). A meeting will be set up with Bob Schuurmans, WisDOT as he is working on the DOT permitting and is going to provide feedback to the village on this project.

Motion by Green, second by Rafter to **Recommend to the village board to move forward with installing (access ramps and crosswalk painting) to approved pedestrian crossing and to postpone any action on the type of pedestrian crossing system until we hear back from WisDOT.** Motion carried.

4. **PUBLIC WORKS PUBLIC INFORMATION MEETING.**  
A recap of the public information meeting on the proposed reconstruction project plan was provided by Berndt. The meeting was a good meeting, reasonably well attended, and the residents were supportive of the reconstruction plan. A second meeting on the reconstruction plan may be held before a village board meeting. Future meetings will be held on other topics.

**NEW BUSINESS:**

5. **STORMWATER ORDINANCES UPDATE.**  
Stormwater Ordinances 52 and 53 originally adopted in 2008 have been updated as required by the village MS4 Stormwater WPDES permit and are recommended for approval by the village board. A summary of the permit changes is attached. Most of the updates are minor items such as adding

definitions, added practices for erosion control, and additional activities which require erosion control such as when stockpiling soil.

The more important changes are listed on the attachment. These changes include incorporating the Fox River and East River Total Mass Daily Loading treatment requirements in Ordinance 53 because the village and all development projects must meet these treatment limits. Adding a solids loss limit of 5 tons/acre/year to the erosion control permit because this is the new state requirement. Including single family homes in the erosion control ordinance so that this ordinance is consistent with the building code. All construction projects will now require an erosion control permit, but small projects will be minor permits at a lower fee.

There was discussion about the \$50 permit fee for single family homes. This will be evaluated further during the budget process.

Motion by Matuszak, second by Genrich to **Recommend to the Village Board to approve Stormwater Ordinances 52 Construction Site Erosion Control and 53 Post-Construction Stormwater Management.** Motion carried.

6. PROPOSED COUNTY ORDINANCE 6.14 REGARDING COUNTY ROAD CONSTRUCTION.

Berndt gave an update on status of development of a municipal/county agreement for cost allocations on county/municipal urban street projects. The metro DPW's are drafting an updated county/municipal agreement based on the past agreements used for projects and incorporating changes to be more definitive on project details and to fairly allocate costs between the county and municipalities. This draft agreement will be shared with the county DPW for review and input. Legal counsel for several of the municipalities have reviewed the statute and the county draft ordinance and provided input. It is expected that the draft agreement will be provided to the county DPW in late August or the first week in September. A meeting of all DPW's will be held to discuss the draft agreement with the county DPW. Note that this draft agreement can and probably will be revised as needed for specific county/municipality projects on a project by project basis.

The committee consensus was to bring the draft agreement to the village board after the county DPW has had a chance to review and input on the draft agreement.

**DISCUSSION:**

7. ASSESSMENTS FOR STREET AND UTILITY PROJECTS.

Discussion continued on what other municipalities are doing for assessing for street and utility projects. The results of gathering information on other municipalities is that only Green Bay assesses for street and sidewalk projects, and these are partial assessments. All other municipalities do not assess for

maintenance or reconstruction projects. Review of the Allouez ordinances also indicates that sidewalks are not included in new project assessments, nor are the addition of public use sidewalks assessed. The consensus of the committee was to drop the consideration of assessments for sidewalks, and for Berndt to review the current sidewalk ordinance and draft a new ordinance on sidewalk construction for review by the committee. This may or may not result in interest in updating the ordinance based on the findings.

8. SPEED LIMIT CHANGE TO 25 MPH ON LIBAL STREET.

Discussion was held on the 30 mph speed limit on Libal Street compared to the 25 mph speed limit in Green Bay and DePere. The question is whether Allouez should reduce the speed limit to 25 mph based on the increased traffic and what appears to be faster driving on Libal Street.

Berndt discussed two options: 1) the village board to simply revise the ordinance to 25 mph; or 2) perform a traffic study to gather speed and traffic data, and evaluate the information in a traffic study. Berndt preferred the traffic study as it provides more accurate information and justification for the speed reduction, and should support board action.

The consensus was to conduct a traffic count and speed study on Libal Street at a couple locations, and evaluate the results to determine if a traffic study is warranted.

9. ADJOURNMENT

Motion to adjourn by Genrich, second by King. Motion carried. Meeting adjourned at 6:45 PM.

Minutes by B. Lange and C. Berndt.  
August 23, 2016