WIS 57 Improvement Project

Randall Avenue to Marine Street
City of De Pere and Village of Allouez
Brown County
Project ID 4085-38-00
Project ID 4085-39-00

Public Involvement Meeting

October 8, 2014
5 p.m. to 7 p.m.
Aldo Leopold Community School Gymnasium

Welcome!

The purpose of tonight's meeting is to provide an overview and gather information for the proposed reconstruction of WIS 57 from Randall Avenue in the city of De Pere to the village of Allouez northern village limit, just north of Marine Street.

A short project presentation will be given at 5:10 p.m.

This meeting is an information gathering meeting that is an open forum. It is an opportunity for you to communicate with project design staff and relate information and ideas that may be beneficial to the designers as they work through the design process to improve this corridor. Verbal or written comments are encouraged. If you are aware of drain tiles, underground sprinklers, drainage problems, or other specific information such as safety concerns or thoughts on pedestrian and bicycle accommodations along the corridor, please share this with design staff.

Description of Projects

The proposed improvement includes:

WIS 57 (Riverside Drive) from south village Limits to north village limits, village of Allouez (ID 4085-38-00)

WIS 57 will be reconstructed from the south village limit, located near the Fox Point Boat Launch, to the north village limit in the village of Allouez, just north of Marine Street. The approximate length of the project is 3.0 miles.

WIS 57 (Broadway Street) from Randall Avenue to north city limits, city of De Pere (ID 4085-39-00)

WIS 57 will be reconstructed from Randall Avenue in the city of De Pere to the northern city limit in the city of De Pere, located near the Fox Point Boat Launch. The approximate length of the project is 0.4 miles.

Work under these projects includes:

- replacement of underlying utilities (water and sanitary sewer) by the municipalities
- reconstruction of the existing pavement, curb and gutter, and sidewalk
- replacement of the existing storm sewer system along the entire project
- intersection improvements

No significant changes in profile or alignment are planned for this project. These projects may be constructed concurrently.

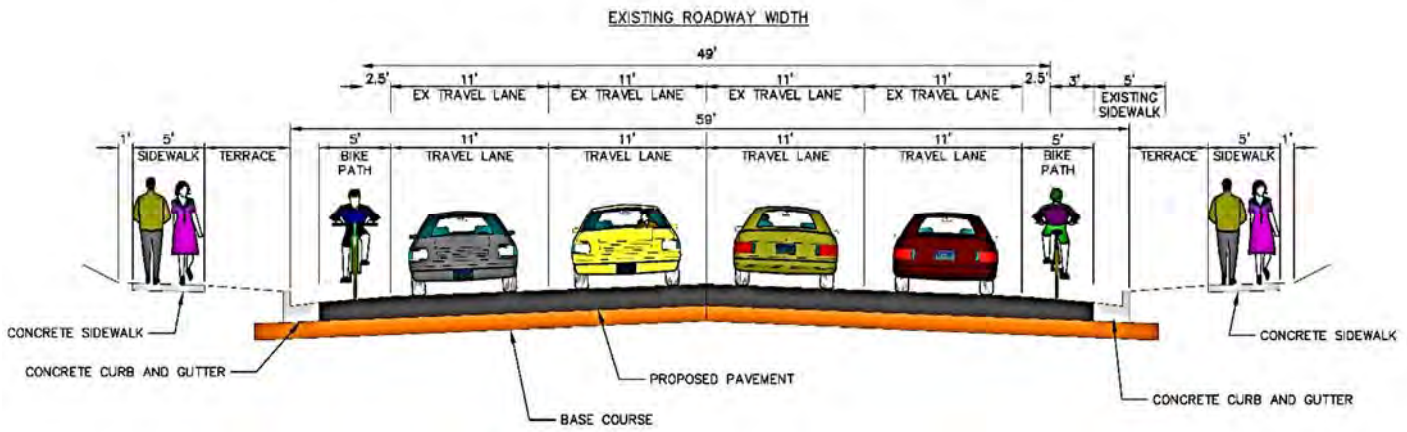
Existing roadway section

The existing WIS 57 typical section consists of a 49-foot wide urban roadway with two lanes of traffic in each direction.

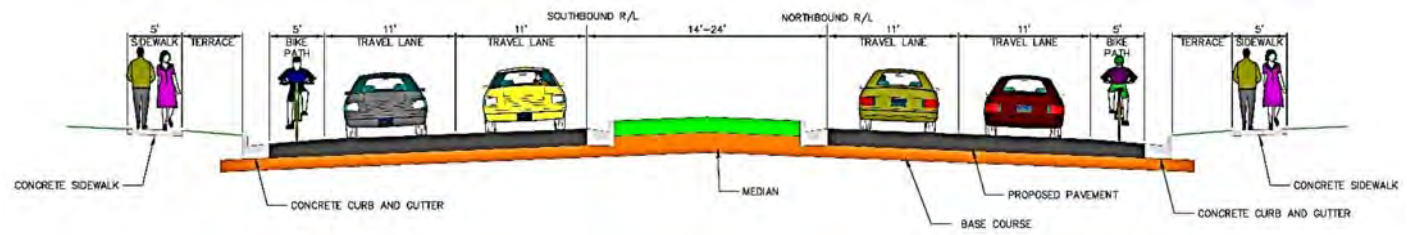
Proposed alternatives – South of WIS 172

Two lanes of traffic in each direction are required to accommodate the existing and future traffic volumes between Randall Avenue and WIS 172. There are two options under consideration for this section of roadway:

- The first option is to construct a 58-foot wide urban roadway that consists of two 11-foot wide travel lanes and a 5-foot wide bike accommodation in each direction. This option would continue to evaluate grass terraces and 5-foot wide sidewalks on each side of the road. The advantage of this option is reduced impacts to adjacent properties. The disadvantage of this option is that flow of traffic is impacted when left turning vehicles have to wait to make a left turn in a through travel lane due to the presence of opposing traffic.



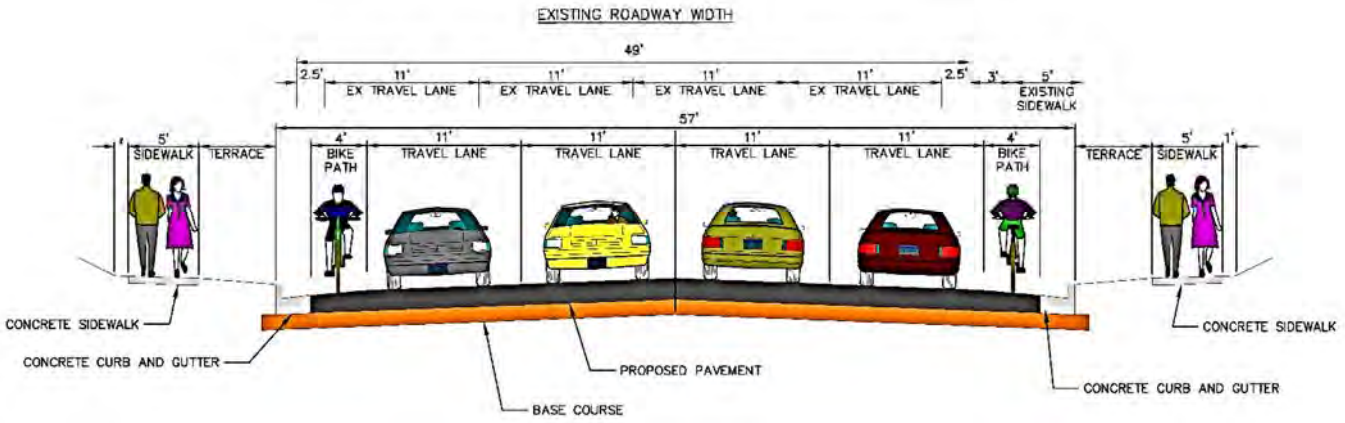
- The second option is to construct a 72-foot wide urban roadway that consists of a 14-foot combination center turn lane with areas of raised median, two 11-foot wide travel lanes and a 5-foot wide bike accommodation in each direction. This option would continue to evaluate grass terraces and 5-foot wide sidewalks on each side of the road. The advantage of this option is that the center turn lane would provide room for a left turning vehicle to exit the flow of traffic while waiting to make the left turn. Additionally refuges could be provided in the median to allow non-motorized users opportunity to cross each direction of traffic separately. The disadvantage of this option is that adjacent properties would be impacted because additional right-of-way acquisition would be required along each side of the roadway.



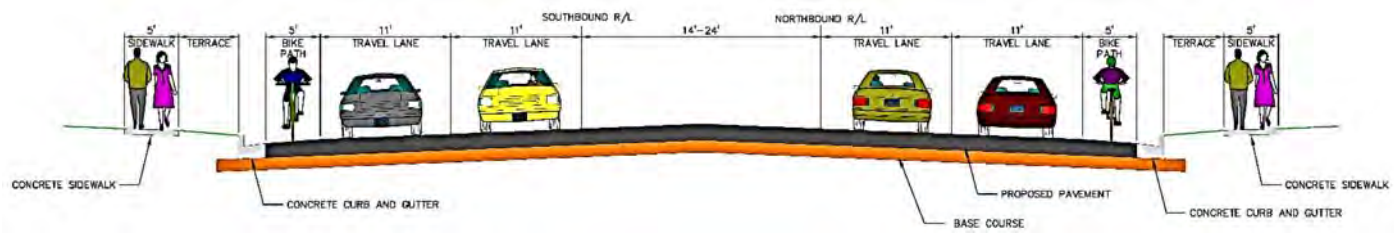
Proposed alternatives – North of WIS 172

Two lanes of traffic in each direction are required to accommodate the existing and future traffic volumes between WIS 172 and the north village limit, just north of Marine Street. There are two options under consideration for this section of roadway:

- The first option is to construct a 56-foot wide urban roadway that consists of two 11-foot wide travel lanes and a 4-foot wide bike accommodation in each direction. This option would continue to evaluate grass terraces and 5-foot wide sidewalks on each side of the road. The advantage of this option is reduced impacts to adjacent properties. The disadvantage of this option is that flow of traffic is impacted when left turning vehicles have to wait to make a left turn in a through travel lane due to the presence of opposing traffic.



- The second option in the segments between Allouez Avenue to St. Joseph's Street and Derby Lane to Marine Street would construct a 70-foot wide urban roadway that consists of a 14-foot center turn lane, two 11-foot wide travel lanes and a 4-foot wide bike accommodation in each direction. This option would continue to evaluate grass terraces and 5-foot wide sidewalks on each side of the road. The advantage of this option is that the center turn lane would provide room for a left turning vehicles to exit the flow of traffic while waiting to make the left turn. Additionally refuges could be provided in the median to allow non-motorized users opportunity to cross each direction of traffic separately. The disadvantage of this option is that adjacent properties would be impacted because additional right-of-way acquisition would be required along the east side of the roadway.



Intersection Improvements
The use of roundabouts or signalized intersections are being considered at the following four locations:

- WIS 57 at the WIS172 EB Ramps
- WIS 57 at the WIS 172 WB Ramps
- WIS 57 at Allouez Avenue
- WIS 57 at St. Joseph's Street.

Additionally, the roadway configuration and sight lines at all local road intersections along WIS 57 will be evaluated for opportunities to improve operations and safety of the intersection.

Right of Way Needs

Right of way acquisition and temporary grading easements will be required for the project. There are several encroachments (such as signs and landscaping areas) within right of way which will need to be moved prior to construction. Real estate acquisition is scheduled to begin in 2016.

Park Impacts

At Heritage Hill State Park, right of way is required for adding pavement to WIS 57, adding sidewalk, storm sewer, and widening the existing pedestrian underpass within Heritage Hill. Temporary limited easements will also be required for grading open spaces and construction equipment access.

Proposed Schedule

- Alternatives Development – Ongoing
- Preliminary Design – Winter/Spring 2015
- 3rd Public Meeting – Spring 2015
- Complete Environmental Report – Summer 2015
- Begin Final Design – Winter 2016
- Real Estate Needs Identified – 2016
- Utility Relocations – 2017
- Construction – 2018/2019

Public Comments

We encourage you to talk to our project staff, view exhibits and discuss the proposed improvements. If you have questions or comments about the project, please use the contact information listed below. For written comments, please use the comment form provided and drop it in the comment box or mail your comments to us by October 22, 2014.

Thank you for attending the public involvement meeting regarding the proposed improvements to WIS 57 in Brown County.

Contacts

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Setting Appropriate Speed Limits on Wisconsin's State Highways

Why Speed Limits?

The setting of speed limits is fundamentally influenced by basic principles of human behavior. Research and experience have shown that effective speed limits are those that the majority of motorists will naturally and instinctively drive. Traffic laws that reflect the behavior of the majority of motorists are found to be the most successful.

Common Misconceptions

- Lowering the posted speed limit will slow down the traffic
- Lowering the posted speed limit will increase safety and decrease the number of crashes
- Raising the posted speed limit will increase the speed of traffic
- Drivers will always travel at 5 mph over the speed limit which is posted

What factors are considered when setting a speed limit?

Nationally, the most recognized practice is to post the speed limit as near as practical to the speed at which 85% of the drivers are traveling. Most people choose a reasonable speed in which they feel comfortable and safe. Traffic engineers consider the 85th percentile speed to help determine the posted speed limit.

The 85th percentile speed may be adjusted based on the following factors if they significantly impact roadway characteristics or safety:

- Crash history
- Roadway geometrics
- Parking
- Pedestrians and pedestrian crossings
- Adjacent development
- Traffic engineering judgment

What a rational speed limit does:

- Encourage compliance from the majority of drivers
- Provide a clear reminder of the maximum reasonable speed under ideal conditions. When conditions change, drivers must reduce their speed accordingly
- Serve as an effective tool for law enforcement
- Minimize public antagonism toward law enforcement agencies which results from enforcement of artificially low speed limits
- Provide a smooth and orderly flow of traffic to prevent crashes

What is the relationship between vehicle speed and crashes?

Roadways are safest when the majority of vehicles are traveling at about the same speed. Studies have shown that crash rates are at their lowest when traffic is travelling at or near the 85th percentile speed. Injury and fatality crashes are highest for motorists traveling at speeds much higher or lower than the 85th percentile speed or current flow of traffic.

Variation of speed within the traffic stream creates more conflicts and passing maneuvers, which in turn lead to more crashes.

Why not post a lower speed limit and have the police enforce it?

This theory is only effective when law enforcement is present. The availability of police officers is limited for speed enforcement on a consistent basis. If unreasonably low speed limits are posted and not vigorously enforced, there will be varying speeds of traffic which will increase the potential for crashes. In general, setting unreasonable speed limits will also lead to a disregard to speed limits.

Wisconsin Department of Transportation

COMMENT SHEET

Public Information Meeting

WIS 57 Improvement Project

For the proposed improvements of

WIS 57, Randall Avenue to Marine Street

Brown County

From: (Please Print)

Name: _____

Address: _____

_____ Zip: _____

Phone Number: _____

To:

Attn: Andrew Fulcer, Project Manager
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54304-9879

Project Comments: _____

Thank you for sharing your comments with us!

Please reply and return by *October 22, 2014*

Note: This is a self-mailer – either leave it this with us or fold and return postage paid

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Attn: ***Andrew Fulcer, Project Manager***

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