

**Stakeholders Meeting
January 23, 2013**

**ID 4085-32-00
Main Street, City of De Pere
3rd Street – 8th Street
WIS 32
Brown County**

A stakeholder meeting was held to update the committee on the progress of the data gathering that has taken place since the initial meeting in December 2011 as well as to introduce the group to a series of alternatives that have been developed. Five primary alternatives were established from difference sources.

Alternative schematics and comparisons were provided at the meeting and sent out following the meeting to those not in attendance. The alternatives discussed include:

- Maintaining the existing roadway with some geometric improvements
- A two-way conversion of Main Avenue and Reid Street
- Maintaining the existing roadway and convert 3rd Street and 4th Street to a one-way pair
- Create a reverse flow circulating lane (De Pere Downtown Plan)
- Modified reverse flow circulating lane (De Pere Downtown Plan Modified).

Each alternative was presented and explained in detail showing the pros and cons of each alternative. There were several sub-alternatives that include pedestrian enhancements and access management that work in conjunction with the main five alternatives that were explained as well. Feedback was given on an open house basis to allow stakeholders to provide comments and concerns.

Questions and Comments

- Q: What is Level of Service for an intersection?
A: *Level of Service (LOS) - Level of Service is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good to very poor. LOS "A" represents very good conditions, where there are limited impediments to travel. Conversely LOS "F" represents very poor conditions, where traffic is stopped frequently or for an extended time period and vehicles have significant difficulty passing through the intersection. The letter grade is based on the calculated average vehicle delay (waiting time) at an intersection, measured in seconds per vehicle. Expected backups (queues) at an intersection also increase as delay increases.*
- Q: Why is a Level of Service D even acceptable?
A: *In general a Level of Service C or better is preferred. But in certain cases where there are environmental constraints or other adverse impacts that limit the improvement of geometry or the addition of lanes then a Level of Service D can be considered acceptable. In this case, it was verified that a Level of Service D is acceptable in urban areas. We have additional Level of Service information available in the Wisconsin Facilities Manual if anyone is interested, contact Chris Culotta at christopher.culotta@dot.wi.gov.*

A question was asked, what is the LOS for the roundabout on the east side of the Claude Allouez Bridge. Prior to the roundabout being constructed, the peak hour LOS was near an F. Currently, the roundabout LOS during the peak hour is C/D.

- Businesses may like to have awnings on the buildings and tables in the terrace area.

Q: How is the sidewalk impacted with Alternative 3?

A: The existing face of curb to face of curb is 52'. The proposed alternatives 1 and 3 have proposed face of curb to face of curb of 49' which is a bit narrower than the existing. Sidewalk widths would not be impacted and the terrace width could be widened by 1.5 feet on each side.

- The north side of Main Avenue between 4th Street and 6th Street is a Tax Incremental Finance (TIF) District. We should consider the redevelopment potential in terms of the traffic analysis.

A: We have incorporated the future developments and associated traffic in the traffic modeling that is used for the alternatives.

- Q: Why are we removing all of the parking on the west side of 3rd Street?

A: Due to the truck turning movements for northbound 3rd Street onto Main Avenue, some parking will need to be removed. In the short term, some parking may likely be able to remain, however, as volumes increase over time and there becomes a need to have a second northbound left turn lane, the parking will likely have to be removed.

If this alternative is the preferred alternative we will further evaluate the parking situation as a part of the alternative evaluation.

- Q: Who is responsible for the speed limit?

A: Since WIS 32 is a connecting highway, the local maintaining authority sets the speed limit following criteria in Wisconsin State Statutes 346.57, 349.11 and the WisDOT Speed Management Guidelines.

- We like that the speed is slow and the additions of bump outs and mid block crossings to make downtown De Pere a more pedestrian friendly area.

- During discussion of Alternative 3 – 3rd Street and 4th Street become One-Way pairs, it was mentioned to keep in mind that there are rental units on 3rd Street and more single family homes on 4th Street.

- Q: Why does Reid Street have the bike lane, since currently bike lanes are on Main and Grant?

A: With the Trans 75 Bicycle and Pedestrian Complete Streets guidance, it would be challenging to justify not putting bike lanes on Reid Street.

- With removal of the parking on the south side of Main Street between 3rd and 4th Streets for the westbound to southbound left turn lane, consider the loading zones for Eberts & Gerberts, Stowes, and the apartments above.

- Businesses and apartments have continuous turn over, we need to consider the needs of the businesses of the future, not just the current businesses.

- Q: Alternative 3 – If you are making a left turn onto 4th Street to head south, you can turn left on red from a one-way to a one-way. So why would there be a back up?

A: *A left turn on red from a one-way to a one-way street is allowed Wisconsin State Statute 346.37(3):*

“Vehicular traffic facing a red signal at an intersection may after stopping as required under subd. 1., cautiously enter the intersection to make a right turn into the nearest lawfully available lane for traffic moving to the right or to turn left from a one-way highway into the nearest lawfully available lane of a one-way highway on which vehicular traffic travels to the left. No turn may be made on a red signal if lanes of moving traffic are crossed or if a sign at the intersection prohibits a turn. In making a turn on a red signal vehicular traffic shall yield the right-of-way to pedestrians, bicyclists, and rider of electric personal assistive mobility devices lawfully within a crosswalk, to operators of vehicles making a lawful U-turn, and other traffic lawfully using the intersection.”

However, even though “left-on-red” is permitted in this case, doesn’t mean that there will be a continuous flow of left-turning traffic and that no delay will be incurred by left-turning vehicles. Traffic from the north leg of the intersection, as well as pedestrian crossings (during both red AND green phases) will create delays because they will have priority over the left turn movement during specific phases. Additionally, if only a short left turn lane is provided, the backup of through vehicles will be long enough during certain times of the day that vehicles will not be able to use the left-turn lane when the light is red; the lane will be blocked by stopped vehicles traveling through the intersection. These different situations are averaged over the analysis period, which creates a delay value and estimated queue for design purposes.

- Q: Is there a possibility of angle parking on 4th Street?
A: *This is something that could be considered depending on the alternative that is selected and what the City’s preference is.*
- There should be pedestrian connectivity across 4th Street for the alley between Main Avenue and Reid Street.
- We should not underestimate the value of the 8th and Main Avenue intersection and the access downtown.

Additional Comments:

The Stakeholder Committee expressed concerns with Alternative 2 with regards to the traffic operations, parking, and the overall fit of this alternative with the community and downtown.

The study team received a positive comment thanking us for the opportunity to share the alternatives and listen to stakeholder concerns.

Comments following the meeting:

- A stakeholder contacted WisDOT following the meeting and suggested an additional alternative. This alternative would designate Reid Street as WIS 32 and it would be a

two-way street. Main Street would not be a through street but was unsure of the proper way to restrict traffic. Depending on what happens with the railroad bridge, there may be opportunities to explore off alignment options that could smooth the transition from Main Avenue to Reid Street. We appreciate this suggestion and the project team will look into this further.

The public information meeting has been scheduled for Thursday, March 21st, at the De Pere Community Center, Spruce Room from 6:00 PM to 8:00 PM.

The study team thanks the stakeholders for their time, interest, and comments. If there are any questions or comments, please feel free to contact Chris Culotta, WisDOT Project Manager at christopher.culotta@dot.wi.gov or 920-492-7712.

**WISCONSIN DEPARTMENT OF TRANSPORTATION
STAKEHOLDERS MEETING**

Project I.D. 4085-32-00
Main Avenue, City of De Pere
(8th Street – 3rd Street)
Brown County



DATE:	TIME:	LOCATION:	PURPOSE:
1/23/13	2:00 p.m.	De Pere Community Center, Pine Room, 600 Grant Street	Stakeholder Advisory Committee Meeting

ATTENDANCE RECORD

Please Note: The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31–19.39 of the Wisconsin Statutes.

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