

Project ID 4085-38-00
Village of Allouez, Riverside Drive
S Village Limits – N Village Limits
WIS 57
Brown County

Project ID 4085-39-00
C De Pere, Broadway Street
Randall Avenue - NPL
WIS 57
Brown County

Stakeholder Meeting No. 4 Minutes

WisDOT Contact: Andrew Fulcer (920) 492-5664
Dan Segerstrom (920) 492-7718

Date: August 20, 2014

Attendees **Representing**
SEE ATTACHED SIGN-IN SHEET

The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.

Items discussed were as follows:

The meeting was convened at 6:05 p.m. with Kim Rudat providing an overview of the meeting purpose as well as the ground rules.

Dustin Wolff provided an overview of the Trans 75 law and the purpose of designing Complete Streets:

- Equity
- Access
- Safety

If state or federal dollars are involved for the improvement then Trans 75 applies. If just public funds from a municipality are used then Trans 75 doesn't apply as is the case with the recently completed CTH GV.

Chris Rossmiller provided an update of the traffic model.

In the segment south of STH 172, 4-lane alternatives are being reviewed that are either divided or undivided or a combination of both.

In the segment north of STH 172, a 2-lane roadway with a two-way left turn lane (TWLTL) and a 4-lane undivided roadway alternative is being reviewed. There may be segments where there is a need to provide a 4-lane roadway with a median. The design team has performed Signal Warrant Analyses at the STH 172 ramps, Allouez Avenue, St. Joseph Street and Derby Lane. The STH 172 ramps, Allouez Avenue and St. Joseph Street all have met warrants for signals.

There was a question as to whether a HAWK Pedestrian Crossing Signal could be used at the proposed

crossing near the Abby. This crossing would need to meet warrants for this type of crossing treatment.

In the southern segment in De Pere Table A had a preference to use 4-lanes without a median, however, there is some perceived merit to using a 4-lanes with a median and TWLTL. This latter alternative should remain as a viable alternative to evaluate.

It was suggested at Table A to evaluate accidents in the vicinity of Sunset Circle traffic to help assess options at St. Francis Drive. The thought is that there is no need to realign St. Francis Drive. There is some merit to using a cul de sac for St. Francis Drive, however, realignment doesn't appear to be a good option.

The Stakeholder group believed the following should be included at the PIM in October.

- Explain Trans 75
- Show Traffic Models in small groups
- Identify need for bicycles and pedestrian
- Provide the following sequence to help the participants understand what is being proposed and why:
 - Explain Trans 75 first
 - Then show Alternatives
 - Then show traffic model

MEAD & HUNT, Inc.

John A. Rathke, PE

cc: To all attendees