

TOWN OF LIBERTY GROVE PUBLIC MEETINGS

Highway Committee *Via Zoom*

Date: Monday, November 1, 2021

Time: 8:00 AM

Place: Town Hall 11161 Old Stage Rd. *Via Zoom*

Agenda:

1. Call to order
2. Declaration of quorum
3. Approve Agenda
4. Approve Minutes: 10-4-2021
5. Public input
6. Report on current projects including road tour
7. Update on Woodcrest Road improvements
8. Speed limit request on North Bay Road
9. Citizen inquiries for speed adjustments on Highway 42
10. Correspondence
11. Future meetings
12. Adjourn

****All agenda items will include discussion and possible action. Deviation from listed order may occur****

****Audience members must ask for permission, during public input, to speak on agenda items ****

Anastasia Bell, Clerk/Treasurer

Members of the Town Board or any other Town Committee, who are not members of the body whose meeting agenda is published in this notice, are entitled, as any other citizen of the Town of Liberty Grove, to attend this meeting in an unofficial capacity. It is possible the attendance of one or more non-members may create a quorum of the membership of another body. Such a quorum is unintended, and the non-members are not meeting for the purpose of exercising the powers or duties attendant upon their membership on any Town Committee or Board.

Town of Liberty Grove is inviting you to a scheduled Zoom meeting (teleconferencing). To Join Zoom Meeting enter the following on your computer:

<https://us02web.zoom.us/j/86458036492?pwd=WmRqTUxEeUgxVzNnOHZVZlVMdGF6UT09>

Meeting ID: 864 5803 6492

Passcode: 122588

If the link doesn't work, go to <https://zoom.us/>, click the "Join a meeting" button and enter the meeting ID and Password when prompted.

To find your local number visit <https://zom.us/u/atMFqvZKe>. To join the meeting by telephone dial one of the numbers below based on your location.

(312) 626-6799 US (Chicago)

(301) 715-8592 US (Germantown)

(646) 558-8656 US (New York)

(346) 248-7799 US (Houston)

(253) 215-8782 US (Tacoma)

(669) 900-9128 US (San Jose)

Town of Liberty Grove
Minutes of the Highway Committee on October 4, 2021
(this meeting was correctly posted)

Agenda:

1. Call to order
2. Declaration of quorum
3. Approve Agenda
4. Approve Minutes: 8-30-2021
5. Public input
6. Report on current projects
7. Review traffic count data
8. Temporary rumble strips on Town roads
9. Woodcrest Road project
10. Speed limit on North Bay Road
11. Remove Heritage Roads from the table
12. Heritage Roads
13. Set road tour date
14. Correspondence
15. Future meetings
16. Adjourn

Committee Chair Dale Stewart called the meeting to order at 8:01am. Committee members Janet Johnson, Jay Olson, and Walter Kalms were present along with Clerk/Treasurer Anastasia Bell via teleconference (Zoom). Committee member Kim Maedke-Shumway was absent.

Kalms moved, Johnson second to approve the agenda as posted. Passed 4-0.

Johnson moved, Stewart second to approve the 8-30-2021 minutes as presented. Passed 4-0.

Public Input – None.

Current Project Report – Olson reported that Sand Bay is almost done, Winding Lane is next, and electric is being installed underground on Door Bluff Park Road. Kalms reported that the Town and Village may jointly apply for LRIP funds for Woodcrest Road.

Traffic Count Data – The data was reviewed for Beach Road, and it was noted that most of the traffic currently travels below the posted speed limit.

Temporary Rumble Strips – Kalms noted that the DOT has indicated that speed bumps are generally used for construction zones, they are not intended for bike and/or pedestrian traffic, or for speed control. **Johnson moved, Kalms second** to install speed bumps and/or other physical speed reduction devices on Beach Road for traffic control. Failed 0-4.

Woodcrest Road – Kalms noted the LRIP application is due in November and the County Highway Committee will make a recommendation of fund distribution in October. The Village is still planning to do this project in 2022 depending on the LRIP program.

Speed Limit on North Bay Road – It was the consensus to place the traffic counter on this road.

Heritage Roads – **Johnson moved, Olson second** to remove Heritage Roads from the table. Passed 3-1 (Kalms). Information is available on the website and it will need to be determined if additional signage is desired. **Stewart moved, Johnson**

second to have Bell work Heritage Road information into the Parks brochure. Passed 3-1 (Kalms).

Road Tour Date – Monday, October 25, 2021 at 8:30am. This may be a ½ day or full day depending on the progress. The tour will resume on Wednesday, October 27, 2021 at 8:30am if additional time is needed.

Correspondence – None.

The next Highway meeting will be Monday, November 1, 2021 at 8:00am via Zoom.

Surbaugh moved, Olson second to adjourn at 9:05am. Passed 4-0.

Respectfully submitted,
Anastasia Bell, Clerk/Treasurer

Place Currently Not Set
Traffic Survey Summary

Location: Woodcrest Rd at Hwy ZZ
Start Date: 09-21-15
End Date: 10-16-15

Zone: Residential
Start Time: 14:48:51
End Time: 10:55:49
Travel Direction: S

Speed	1 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 999
Volume	1433	5035	11739	7035	2660	594	105	11	4	2	2	8
% of Total	5%	17.58%	41%	24.57%	9.29%	2.07%	0.36%	0.03%	0.01%	0%	0%	0.02%
									Total Vehicles: 28628			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	25	Pace Speed	23 to 32	Speed	25+	35+	45+	Total
#At/Under Limit	8889	# in Pace	19888	Number	17115	2523	101	19739
# Over Limit	19739	% in Pace	69.47%	Percent	59.78%	8.81%	0.35%	68.94%
Average Speed	28.08	85% Percentile	34					

**Place Currently Not Set
Traffic Survey Summary**

Location: Woodcrest Rd S of Hwy ZZ
Start Date: 07-27-15
End Date: 08-10-15

Zone: Residential
Start Time: 06:54:43
End Time: 07:14:04
Travel Direction: S

Speed	1 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 999
Volume	933	1526	4308	6261	4459	1730	315	50	12	9	0	3
% of Total	4.75%	7.78%	21.97%	31.93%	22.74%	8.82%	1.6%	0.25%	0.06%	0.04%	0%	0.01%
								Total Vehicles: 19606				

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	45	Pace Speed	28 to 37	Speed	45+	55+	65+	Total
#At/Under Limit	19350	# in Pace	11255	Number	237	16	3	256
# Over Limit	256	% in Pace	57.4%	Percent	1.2%	0.08%	0.01%	1.3%
Average Speed	31.68	85% Percentile	38					

Place Currently Not Set
Traffic Survey Summary

Location: Woodcrest & Plateau
Start Date: 08-16-16
End Date: 08-23-16

Zone: Residential
Start Time: 06:54:53
End Time: 13:16:03
Travel Direction: S

Speed	1 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 999
Volume	62	44	215	793	2038	2824	1516	549	130	30	9	14
% of Total	0.75%	0.53%	2.61%	9.64%	24.78%	34.33%	18.43%	6.67%	1.58%	0.36%	0.1%	0.17%
								Total Vehicles: 8224				

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	45	Pace Speed	37 to 46	Speed	45+	55+	65+	Total
#At/Under Limit	6360	# in Pace	4982	Number	1732	109	23	1864
# Over Limit	1864	% in Pace	60.57%	Percent	21.06%	1.32%	0.27%	22.66%
Average Speed	41.1	85% Percentile	47					

Place Currently Not Set
Traffic Survey Summary

Location: Woodcrest south of Plateau
Start Date: 05-19-14
End Date: 05-27-14

Zone: Residential
Start Time: 07:05:12
End Time: 07:21:56
Travel Direction: N

Speed	1 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 999
Volume	127	54	115	400	1017	2011	1372	282	79	19	5	7
% of Total	2.31%	0.98%	2.09%	7.28%	18.53%	36.64%	25%	5.13%	1.43%	0.34%	0.09%	0.12%
								Total Vehicles: 5488				

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	45	Pace Speed	38 to 47	Speed	45+	55+	65+	Total
#At/Under Limit	4186	# in Pace	3588	Number	1207	85	10	1302
# Over Limit	1302	% in Pace	65.37%	Percent	21.99%	1.54%	0.18%	23.72%
Average Speed	41.32	85% Percentile	47					

Place Currently Not Set
Traffic Survey Summary

Location: Woodcrest Rd south of Old Stage
Start Date: 06-23-14
End Date: 06-30-14

Zone: Residential
Start Time: 07:32:40
End Time: 08:44:11
Travel Direction: S

Speed	1 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 999
Volume	153	31	41	177	470	784	694	425	111	21	8	7
% of Total	5.23%	1.06%	1.4%	6.05%	16.08%	26.83%	23.75%	14.54%	3.79%	0.71%	0.27%	0.23%
									Total Vehicles: 2922			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	55	Pace Speed	39 to 48	Speed	55+	65+	75+	Total
#At/Under Limit	2829	# in Pace	1514	Number	80	9	4	93
# Over Limit	93	% in Pace	51.81%	Percent	2.73%	0.3%	0.13%	3.18%
Average Speed	42.33	85% Percentile	51					

Place Currently Not Set
Traffic Survey Summary

Location: North Bay RD 1/4 mi S of County ZZ
Start Date: 10-07-21
End Date: 10-14-21

Zone: Residential
Start Time: 06:41:31
End Time: 12:23:53
Travel Direction: S

Speed	1 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 999
Volume	57	61	135	349	689	830	745	379	115	9	4	4
% of Total	1.68%	1.8%	3.99%	10.33%	20.4%	24.57%	22.06%	11.22%	3.4%	0.26%	0.11%	0.11%
									Total Vehicles: 3377			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	55	Pace Speed	39 to 48	Speed	55+	65+	75+	Total
#At/Under Limit	3285	# in Pace	1621	Number	86	3	3	92
# Over Limit	92	% in Pace	48%	Percent	2.54%	0.08%	0.08%	2.72%
Average Speed	41.44	85% Percentile	50					

**Place Currently Not Set
Traffic Survey Summary**

Location: North Bay at Kinsey Bay
Start Date: 10-14-21
End Date: 10-28-21

Zone: Residential
Start Time: 12:26:59
End Time: 14:00:29
Travel Direction: S

Speed	1 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 - 999
Volume	32	15	72	185	372	488	354	106	10	0	0	0
% of Total	1.95%	0.91%	4.4%	11.32%	22.76%	29.86%	21.66%	6.48%	0.61%	0%	0%	0%
								Total Vehicles: 1634				

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	55	Pace Speed	36 to 45	Speed	55+	65+	75+	Total
#At/Under Limit	1625	# in Pace	908	Number	9	0	0	9
# Over Limit	9	% in Pace	55.56%	Percent	0.55%	0%	0%	0.55%
Average Speed	40.21	85% Percentile	47					

9/20/2021

To Town of Liberty Grove:

We the undersigned people, would like the Town Board of Liberty Grove request a speed study be done by the DOT on Highway 42 from approximately the north fire station to Garrett Bay Road.

Respectfully the undersigned residents.

Michael c Schell
Julie M Schell
M MICHAEL MERCIER
Cassandra Price

12081 STATE Highway 42

12081 state Hwy 42

12054 STH 42 EB

12090 St Hwy 42 EB



12090 St Hwy 42 EB

Mary J Olson
Michael T. Olson

12072 ST Hwy 42

12072 ST. Hwy 42

Heather Moore

12077 State Hwy 42

12020 Lakeview & Hwy 42

Judy Thorsen
Judy Thorsen

12020 Lakeview RD

Maureen Mercier
Maureen Mercier

12051 St Hwy 42



Requests to modify regulatory speed zones on the State Trunk Highway System. Numbered roadways in Wisconsin

Please see the below for information that needs to be included in community request to WisDOT for conducting a speed study. Some of the information describes how WisDOT will respond to the concerns of a private citizen.

Information to request WisDOT conduct a speed study on a segment of state trunk highway. WisDOT conducts speed studies on the state trunk system (numbered highways) free of charge to requestors. WisDOT does not conduct speed studies on town, village, city or county roads:

- If a local resident has a concern regarding an existing regulatory speed limit/speed zone, they first need to contact their local unit of government. Typically, this is the Department of Public Works Director with cities or villages. For townships typically, the town chairperson.
- Describe issue/concern with local governmental official, if local official is in agreement, the local official should send WisDOT a request to conduct a speed study on the segment of highway they have a concern with. WisDOT does not charge any fees associated with speed studies on state trunk highways.
- The speed study request letter should include the following. Request should be written on official government letterhead:
 - State trunk highway of concern. Including location/highway segment referenced to nearest intersecting side roads.
 - Current regulatory speed limit and proposed regulatory speed limit locals are requesting.
 - Any local history, comments, concerns for justification requesting the speed study.
 - Letter can be sent to **Rod Hamilton**, contact information at end of this email.
 - Speed study would be scheduled after receipt of request letter.

Speed studies need to be conducted during dry weather conditions (snow free, not raining, dry pavement). The typical season for collecting speed data for requested speed studies is late April to late October.

Keep in mind that placing an unwarranted/irrational lower speed limit sign will not result in lower operating speeds of traffic on a segment of highway. WisDOT makes modifications to posted regulatory speed limits based on the results of a speed study. Speed studies and study recommendations follow state and national criteria. Results rely heavily on the prevailing speed (85th percentile speed) of traffic along a segment of highway. If there is a perception or actual speeding issue on a segment of highway a

speed study will typically conclude that a regulatory speed zone reduction is not warranted. A request for a lower speed zone would then be denied.

Historically, less than 5% of speed zone reduction request are approved and lower regulatory speed signs installed. Individuals have a common misconception that by placing lower regulatory speed limit signs on a segment of highway will result in lower vehicle operating speeds. In some fringe highway segments adjacent to urban areas, a speed study might indicate a higher regulatory speed limit is more appropriate than the existing regulatory speed limit.

One page summary of the WisDOT and national speed management philosophy. It includes some common misconceptions on speed zone signing and regulatory speed zone management. Double left-click on the below icon to view document:



Additional WisDOT speed management documents. See page 4 for the Statutory Authority of Towns, Villages, Cities and Counties. The same one page summary is included. More detailed information included in subsequent pages of this document. Double left-click on the below icon to view document:



Speed Limit Question

Hamilton, Rodney - DOT <Rodney.Hamilton@dot.wi.gov>

Thu, Oct 28, 2021 at 8:56 AM

To: Town Clerk <tlibertygrove@gmail.com>

Cc: "Hamilton, Rodney - DOT" <Rodney.Hamilton@dot.wi.gov>

Good morning all... I can provide the following comments on your inquiry.

- See the attached WisDOT policy regarding use of static deer crossing warning signs. Information begins on page 22 of the attached 02-03.pdf document. In short, new installations for static deer crossing warning signs are not allowed on the state trunk highway system.
- The regulatory speed zone declaration for this area was updated in the mid-1990s for this segment of WIS 42. From my review of past documents this 45 mph zone (with much lower driveway spacing than both adjacent 35 mph zones) has been in place at least since the mid 1980s.

I took a look at this 45mph segment and based on roadway cross section (gravel shoulders and ditches) driveway spacing and significant development near the roadway the 45 mph regulatory speed zone looks appropriate. Any modifications to existing regulatory speed zones must be based on a speed study of the segment. Based on my experience I would anticipate a speed study would show a 55 mph regulatory speed zone on this segment of roadway is more appropriate.

See the attached "speed fact sheet" for information on setting appropriate regulatory speed zones. The content of this one-page information document can be summarized that placing lower (or even higher) regulatory speed limit signs that are not warranted by the findings of a speed study will not change the operating speed of a majority of drivers, create higher speed variance between most drivers. Higher speed variance can result in a less safe roadway.

Hope this provides answers for the inquiry.

Rod

Rod Hamilton, P.E.
Traffic Engineer
Wisconsin Department of Transportation
DTSD NE Region Traffic
944 Vanderperren Way
Green Bay, WI 54304
[REDACTED]
[REDACTED]

If this is related to a records request, please email: dotdtsdnerecords@dot.wi.gov

From: Town Clerk <tlibertygrove@gmail.com>**Sent:** Thursday, October 28, 2021 8:16 AM**To:** Hamilton, Rodney - DOT <[REDACTED]>**Subject:** Fwd: Speed Limit Question

2-3-40 Trail Crossing Signs**September 2010****PURPOSE**

This policy provides guidance on the use of TRAIL CROSSING signs where emphasis is needed to alert motorists of recreational vehicles crossing highways. In order for a trail crossing to be signed under this policy, the trail itself must be federal, state, or locally authorized and open to the public.

TRAIL CROSSING signs covered under this policy include the following signs:

1. SNOWMOBILE CROSSING (W11-6) sign
2. BICYCLE CROSSING (W11-1) sign
3. EQUESTRIAN CROSSING (W11-7) sign
4. BRIDLE PATH sign (W11-56) sign
5. TRAIL CROSSING, symbol message (W11-15) sign*
6. TRAIL CROSSING, word message (W11-15a) sign**

*The TRAIL CROSSING symbol message (W11-15) sign is normally used to sign trails that have predominantly pedestrian and bicycle usage.

**The TRAIL CROSSING word message (W11-15a) sign is normally used to sign trails that have other groups using the trail in addition or besides pedestrian and bicycle usage.

DEFINITIONS

Freeways are defined as divided arterial highway facilities that have full controlled access, by means of grade separations at interchanges only.

Expressways are defined as divided arterial highway facilities that have partial control of access and generally with grade separations at major intersections.

POLICY

1. Trail crossing signs are not permitted on freeways.
2. Trail crossing signs **shall** be installed for all 65 mph expressway trail crossings, whether there is a sight restriction or not. This only applies to non-intersection crossings on 65mph expressways (see Item 4 below).
3. Trail crossing signs *may* be placed on all other highways provided there is deficient sight distance per Section 2c.46 of the WisMUTCD. Sections 2C-49 and 50 of the WisMUTCD also give additional criteria when trail crossing signs *may* be desirable.
4. Trail crossing signs *may* also be used to alert motorists to unexpected entries of recreational vehicles, pedestrians or bicyclists in the roadway.
5. Trail crossing signs *should* only be used for non-intersection crossings. There *may* be extreme cases where there is a demonstrated crash history or site problems at intersections that would warrant trail crossing signs in addition to the crossroad or side road warning signing.
6. STOP signs (18" x 18") are required on the recreational trail per the Wisconsin DNR trails handbook and they are required per the WisMUTCD for any shared-use path where bicyclists are required to stop. The trail owner **shall** install the STOP signs on the recreational trail prior to the installation of the trail crossing warning signs on the roadway.
7. Because the trail STOP signs are in the STH right-of-way, the Region **shall** issue a permit, in form of a letter, to the trail owner for the placement of the STOP signs on the trail. The permit *should* make it clear that the trail owner is responsible for the initial installation and long-term maintenance of the signs.

**2-3-41 Deer Crossing Signing****August 2009****GENERAL**

Deer crashes have been one of the highest crash types on state highways in recent years. There are a number of factors which *may* influence the deer crash rate, including herd population, herd location, roadside vegetation management, roadway factors (speed limits, lighting, etc.), driver education, use of deer crossing deterrent devices (reflectors, scent boxes, vehicle whistles, wildlife underpasses, etc.), active warning devices such as motion detectors/warning light or static warning signs. Traditionally, static warning signs have been installed in areas with higher deer-vehicle crashes (DVCs). There has been much debate over the usage of static deer crossing signs and their effectiveness. Many transportation professionals recognize the fact that

warning signs are most effective *result in alteration of speed and/or path choice) when there is an obvious danger ahead (example would be curve or turn). The use of warning signs that alert drivers to sporadic or general possibilities *deer crossing and slow children moving signs) have been shown to not have a consistent impact on driver behavior. The widespread use or sign proliferation also reduces the effectiveness of the sign and leads to driver disregard. Several states and agencies have performed studies to assess the effectiveness of static deer crossing warning signs. The studies have concluded that the usage of static deer crossing warning signs do not generally reduce vehicle speeds (one measure of warning sign effectiveness). As a result, the studies have yielded no reduction in DVCs.

SUPPORTING DOCUMENTATION

Static sign studies have been performed by the following states and/or agencies:

1. *Assessing the Effectiveness of Deer Warning Signs*. Published by Kansas Department of Transportation and University of Kansas at Lawrence, April 2006,
2. *Wildlife—Vehicle Collision and Crossing Mitigation Measures: A Toolbox for the Montana Department of Transportation*. Published by Montana Department of Transportation and Montana State University, May 2007.
3. *An Ecological Landscape Study of Deer-Vehicle Collisions in Kent County, Michigan*. Published by Kent County Road Commission and White Water Associates, Inc., January 2004.
4. *Deer Crossing Signs and Technologies*. Published by Deer-Vehicle Crash Information Clearinghouse (DVCIC), Maintained by Texas Transportation Institute, www.deercrash.com
5. *Deer Signs Research Study*. Published by Minnesota Department of Transportation and University of Minnesota, www.lrrb.gen.mn.us/pdf/200413.pdf

Several dynamic types of deer crossing signs are currently being explored as potential countermeasures and are discussed in the studies listed above. These types of signs have been designed to activate when deer are detected near the roadway. Studies are taking place in Indiana, Minnesota, Montana, Pennsylvania, Utah and Washington. The development of methods to control car/deer collisions is continuing to evolve, and over time policies such as this will be subject to change. At present, due to funding limitations, WisDOT is not utilizing dynamic deer crossing warning sign systems. However, WisDOT is periodically reviewing studies from other states and municipalities as they progress. WisDOT will consider issuing a permit to an entity to pursue the usage of dynamic deer crossing signs.

One effective countermeasure pointed out in the Kansas study is the usage of public awareness techniques to educate the motoring public regarding the seasonal and time of day characteristics of deer-vehicle crashes. This could be accomplished effectively through the different types of media outlets.

POLICY

Based upon the findings of various studies mentioned above, WisDOT will implement the following policy for usage of static deer crossing warning signs:

1. No new static deer crossing warning signs will be installed on state highways.
2. Static deer crossing signs that are currently in place will be allowed to remain until the end of their useful life or when opportunities for removal are available. These opportunities would include sign knockdowns and improvement projects.

2-3-43 Parallel On-Ramp Lane Reduction Signing

July 2012

BACKGROUND AND PURPOSE

At some interchange locations, long parallel (acceleration) entrance ramps are constructed to allow vehicles ample distance to get up to the mainline travel speeds, thus helping to eliminate slowing down of the mainline traffic. Questions have arisen as to whether warning signs, such as the LANE ENDS symbol (W4-2 sign). The WisMUTCD, Section 2C-42 states that LANE ENDS signs *should not* be installed in advance of the downstream end of an acceleration lane. It *should* also be noted that the WisMUTCD, Section 2C-42 states that a LANE ENDS sign *may* be installed on a freeway entrance ramp. These would be cases where the signs would be beneficial by exercising engineering judgment in certain locations. In absence of specific guidance in the WisMUTCD, this policy will provide additional guidance as to where the LANE ENDS sign *may* be utilized for long parallel entrance ramps.

GUIDELINES

The following is guidance relating to the usage of the LANE ENDS (W4-2) sign on long parallel (acceleration)