

TOWN OF LIBERTY GROVE PUBLIC MEETINGS

Highway Committee

Date: Monday, December 12, 2022

Time: 8:00 AM

Place: Town Hall 11161 Old Stage Road

Agenda:

1. Call to order
2. Declaration of quorum
3. Approve Agenda
4. Approve Minutes: 9/19/2022, 11/7/2022
5. Public input
6. Report on Current Projects
 - a. Isle View standpipe—DNR contact
 - b. Europe Bay Rd—DNR input re: paving/right of way clearing
7. Report on Highway 42 DOT Speed Study
8. Juice Mill Lane Right-of-Way Discrepancy
9. Correspondence
10. Future meetings
11. Adjourn

*** Report items will not be discussed or voted on, all other agenda items may 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
Minutes of the Highway Committee on September 19, 2022

Agenda:

1. Call to order
2. Declaration of quorum
3. Approve Agenda
4. Approve Minutes: 9-12-2022
5. Public input
6. Equipment Purchase
7. 2023 Budget
8. Correspondence
9. Future meetings
10. Adjourn

Chair Dale Stewart called the meeting to order at 8:00am. Committee members Jay Olson, Walter Kalms, and Janet Johnson were present along with Clerk/Treasurer Anastasia Bell and 1 member of the public.

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

Kalms moved, Johnson second to approve the 9-12-22 minutes as presented. Carried 4-0.

Public Input – None.

Equipment Purchase – Kalms reported the current excavator is too small for the tasks, there is a history of breakdowns due to over-working the unit, and the crew is unable to lift materials into the dump trucks which requires two pieces of equipment and 2 operators for any task. A new unit would reduce labor costs and increase safety. The Town could receive \$5,000 for the current trailer which would decrease the overall cost estimate to \$82,295 for a new excavator and trailer. There are funds currently available in the Highway capital account and additional planned to be added as part of the 2023 budget. **Johnson moved, Stewart second** to recommend the Town Board replace the E55 excavator and trailer with a John Deere 85 and goose-neck trailer with a total not to exceed \$87,295.00. Carried 4-0.

2023 Budget – Olson reported another road may need to be selected as he is still waiting for a response from the Village regarding Country Lane. The current maximum width possible is 24-ft.

Correspondence – None.

The next Highway meetings will be Monday, October 3, 2022, at 8:00am.

Kalms moved, Johnson second to adjourn at 8:30am. Carried 4-0

Respectfully submitted,
Anastasia Bell, Clerk/Treasurer

Town of Liberty Grove
Minutes of the Highway Committee on November 7, 2022

Agenda:

1. Call to order
2. Declaration of quorum
3. Approve Agenda
4. Approve Minutes: 9-12-2022
5. Public input
6. Report on Current Projects
 - a. Paving 2023: delete Country Lane, Europe Bay Rd
 - b. Add roads to 2023 paving list
7. Juice Mill Lane Right-of-Way Discrepancy
8. Plowing Public Parking Area at Highway 42 & Mink River Road
9. Driveway Ordinance
10. Correspondence
11. Future meetings
12. Adjourn

Chair Dale Stewart called the meeting to order at 8:01am. Committee members Janet Johnson, Walter Kalms, and Jay Olson were present along with Clerk/Treasurer Anastasia Bell.

Kalms moved, Olson second to approve the agenda as posted. Carried 4-0.

Olson moved, Johnson second to approve the 9/12/22 minutes as presented. Carried 4-0.

Public Input – Stewart noted there is a section of new pavement crumbling on Garrett Bay Road and we may receive calls about chip seal materials in citizen's yards.

2023 Paving – Kalms noted Country Lane will need to wait until the Town and Village can agree on a width. **Olson moved, Johnson second** to delete Country Lane because it is not prepped and the Village has not communicated their intentions. Carried 4-0. Committee member Bill Surbaugh arrived. Kalms reported there is Dwarf Lake Iris present on Europe Bay Road and the DNR may allow stumps to be removed after they survey the area in June. Olson noted the stumps will need to be removed to maintain the quality of the road after paving. **Olson moved, Kalms second** to delete Europe Bay Road from the paving list until it can be properly prepped. Johnson noted the survey will need to be completed in June to allow paving in 2024. Carried 5-0. Twin Pine and Juice Mill are two roads available for paving in 2023, Door Bluff will require significant tree cutting on the east side. Johnson asked if the public parking area at Mink River Road and Highway 42 could be considered for paving. Olson indicated the entire lot would need to be dug out, prior to adding sand and gravel for a solid base and there is not likely to be time for this in the spring, he would prefer to use remaining funds for more asphalt on Old Stage Road in 2024 and additional chip sealing in 2023. **Olson moved, Surbaugh second** to add Twin Pine and Juice Mill to the 2023 paving list. It was noted roads can be added to chip sealing list after the paving bids have been reviewed. Carried 5-0

Juice Mill Right-of Way – Kalms noted one property survey on Juice Mill shows a 50-foot ROW and another shows a 33-foot ROW. It will need to be confirmed if the width was identified when the Town Board adopted the road. The County may be able to identify when it was adopted.

Plowing Public Parking Area – Olson noted this parking area will be plowed within the crew's current plowing schedule. It is not likely that the crew will return to plow subsequent times after vehicles move.

Driveway Ordinance – Stewart reported the question came up at a recent Board meeting to identify if driveway permits are required when someone paves their gravel driveway. Section 4 was modified to read "Any owner of a parcel of real estate who wishes to construct a new driveway or change the location of an existing driveway within any Town road right-of-way to serve said parcel in the Town shall make

written application to the Town Clerk or Administrator for a permit.” **Stewart moved, Johnson second** to recommend changes to the Town Board. Carried 5-0.

Correspondence – None.

The next Highway meetings will be at 8:00am on Monday, December 12, 2022, and Monday, January 9, 2023.

Johnson moved, Olson second to adjourn at 9:28am. Carried 5-0

Respectfully submitted,
Anastasia Bell, Clerk/Treasurer

DRAFT

WisDOT Division of Transportation System Development
Northeast Region
944 Vanderperren Way
Green Bay, WI 54304

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Secretary Craig Thompson
wisconsindot.gov
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November 7, 2022

Doug Curzon
Town of Liberty Grove
11161 Old Stage Road
Sister Bay, Wisconsin 54234

Dear Doug:

This letter is in response to your town's request that the Wisconsin Department of Transportation-Northeast Region (WisDOT-NER) conduct a speed study of the existing 40 mph speed zone on WIS 42 north side of Ellison Bay.

WisDOT has completed a comprehensive review of this segment of highway. The review consisted of a traffic engineering speed study, and a field review of the roadway, including existing significant development along/immediately adjacent to the roadway. Based upon this investigation and state/national speed zone management standards, we have concluded that the current 40 mph regulatory speed zone along this segment of WIS 42 is appropriate. WisDOT will not be making any modifications to the regulatory speed limit on this segment of highway.

A speed study was conducted to determine the segment's existing operating speeds in this 40 mph regulatory speed zone. The prevailing speed (85th percentile) observed was 42.9 mph and the average speed was 38.9 mph. These speeds indicate good compliance with the existing 40 mph speed limit. Lowering the speed limit on this roadway segment contrary to state and national speed management criteria would increase the variance in vehicle operating speeds. State and national safety studies have determined that when roadway speed variance increases, a decrease of overall safety is very likely. State and national speed management criteria also indicate the safest highway segments have regulatory speed limits that most drivers feel are credible and appropriately enforceable.

Approximately 75% of drivers are complying with the existing 40 mph regulatory speed zone. If the posted regulatory speed limit would be reduced to 30 mph, we would anticipate compliance of less than 5%.

A study of reportable crashes on this segment of WIS 42 was completed for the years 2017 to 2021. Crash information used was obtained from official Division of Motor Vehicle Records and excludes deer crashes.

The segment's total crash rate is 124.5 (expressed as number of crashes^{*} that occurred per 100,000,000 vehicle-miles). This rate is below the statewide total crash rate of 302.4 for similar roadways during this period. The crash severity rate for this segment is 41.5 which is slightly above the statewide average crash severity rate of 35.3 for similar roadways. Crash

rates on this segment of highway are below thresholds that would be considered a safety concern.

Based on our experience, state/national speed management standards, the free flow speed data collected and for all the reasons mentioned above, the existing 40 mph speed limit will not be changed.

If you have any questions, please contact me at (920) 366-4747 or via email at rodney.hamilton@dot.wi.gov

Sincerely,

A handwritten signature in cursive script that reads "Rod Hamilton".

Rod Hamilton, P.E.
Traffic Engineer

Enclosure: WisDOT speed management summary document



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.