

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, April 23, 2018 in Room 200, 305 E. Walnut St., Green Bay, WI

Present: Chair Erickson, Supervisor Kaster, Supervisor Dantine, Supervisor Tran, Supervisor Deslauriers
Also Present: Public Works Director Paul Fontecchio, Airport Director Tom Miller, Register of Deeds Cheryl Berken, UW-Extension Director Judy Knudsen, Facility Manager Jon Morehouse; Supervisors Ballard, Borchardt, Brusky, Lund, Schadewald, Sieber; Executive Streckenbach, Director of Administration Chad Weinger, and other interested parties

I. **Call Meeting to Order.**

The meeting was called to order by Chair Bernie Erickson at 5:46 pm.

II. **Approve/Modify Agenda.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to amend the agenda to take Item 19 after 5. Vote taken. MOTION CARRIED UNANIMOUSLY

III. **Election of Chair.**

Nomination made by Supervisor Dantine, seconded by Supervisor Kaster to nominate Bernie Erickson as Chairman of Planning, Development & Transportation Committee. No other nominations were made, Erickson closed the nominations. Vote taken. MOTION CARRIED UNANIMOUSLY

IV. **Election of Vice Chair.**

Nomination made by Supervisor Dantine, seconded by Supervisor Erickson to nominate Dave Kaster as Vice-Chairman of Planning, Development & Transportation Committee. No other nominations were made, Erickson closed the nominations. Vote taken. MOTION CARRIED UNANIMOUSLY

V. **Set date and time for regular meetings.**

It was the consensus of the committee to hold the next meeting on Monday, June 4th; also add set date and times to the agenda.

VI. **Approve/Modify Minutes of Special March 21, 2018 and March 26, 2018.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

Comments from the Public

Land Con Citizen Rep Stan Kaczmarek thanked the Public Works crew for the awesome job they did during blizzard Evelyn.

1. **Review Minutes of:**

- a. **Harbor Commission (February 12, 2018).**
- b. **Planning Commission Board of Directors (February 7, 2018).**
- c. **Solid Waste Board (February 19, 2018).**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to suspend the rules to take Items 1a, b & c together. Vote taken. MOTION CARRIED UNANIMOUSLY

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file Items 1a, b & c. Vote taken. MOTION CARRIED UNANIMOUSLY

Communications

2. **Communication from Supervisor Brusky re: Request the Public Works Department to look into resolution of problems resulting from tree trimming on Webster Avenue. *Motion at March meeting: Put on next month's agenda as a follow-up and a tree trimming policy to review.***

Supervisor Brusky informed she reviewed the new policy yesterday and asked that they delay approval because the Village of Allouez and other municipalities did not have the time to look at it or communicate between them. She informed that the Village of Allouez had concerns and the arborist suggested that the policy did not address street trees within the right-of-way within a municipality such as trees in the center median along Webster Avenue, CTH X or trees between the sidewalk and street along Hoffman Rd, CTH XX. For the most part the municipality typically maintained those trees as part of their urban forestry program. The work to maintain those trees could be under a mutual aid agreement or a verbal understanding, whatever the county was comfortable with. She also had issues with the wording of the door hanger and concerns regarding the county coming onto people's property and felt Corporation Counsel should look into the legality of it. The policy was approved and implemented on March 28th and three weeks later Brusky saw the county at her neighbor's house cutting a large limb from her tree and coming onto her property and she received no communication from the county. She didn't understand why there wasn't an apology to the residents.

Lynn Green – Allouez Village Trustee

Green informed they had significant concerns with their residents not knowing what was going on, coming on private property and with the door hanger that were proposed. The village had great success of people showing up to meetings with public works projects and had huge resources to aid the county with facilitating communications. Their secondary concern was the quality of tree trimming being done; they still had some trees that needed work. They had a cost-sharing program between residents and the village for appropriate street trees, especially under wires. Webster was proposed to be their downtown and the trees needed to be rectified. They had been Tree City USA since 1996 and had a long running history of trees being a huge part of the village. They received credit as part of their storm water runoff plan from the feds and state. Their website had street tree benefits that were spelled out as well an arboriculture specification manual. They also maintain the trees in the middle of Webster and were on a program with their forestry department. They had significant concerns with the ash trees that were pruned; emerald ash borer was everywhere throughout the state and they had a succession plan for removing some of the trees and replacing with appropriate species so they don't end up with monoculture kill off as much as they could. Green would delay approval of the policy until they had one comprehensive to take care of residents and trees.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to open the floor to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY

Steve Malvitz – 4210 Monroe Rd., CTH GV – Malvitz has own a tree service for 30 years in Brown County and traveled on Webster Avenue daily. Some of the work that was done was reprehensible. They were told by Public Works that they were going to go back through and correct some of the cuts, none of that had been done and now the oak ban was in effect. If they weren't going to treat the ash trees, cut them down or it will collect and spread Emerald ash borers. The county had done this 4-5 years ago on Monroe Avenue. He called Brown County and offered to teach employees at no charge. They hired a company from Appleton.

Bill Matchefts - 338 Miramar Dr., Allouez - Matchefts owns a duplex at 2347/49 S. Webster and provided pictures of cuts on trees. He had his trees trimmed before by professionals and was present to stated that he was disappointed in the work that was done.

Mary Ellen Beyer - 2556 S. Webster Ave., Allouez – Beyer suggested everyone take a drive down Webster Avenue. She passed around her phone which provided a pic she took of a tree that at first they left the limbs cut 4' from the trunk and then came back and half of the tree was gone. It was an eyesore now and there were no wires anywhere around those trees or their house. The crew was on her property and there was no communication – verbal, written, nothing.

Matthew Harris – 421 W. Briar Ln. – Harris was an Allouez Trustee. He respectfully requested that they delayed formally implementing the change policy until after the communities that were interested can be involved with it. He felt the way a tree could be harmed and the amount of time required for it to be repaired were leaps and bounds apart.

Supervisor Ballard informed the part he represented had many more business and they had a standard for what they expected a business to do. He knew a lot of the business owners were disappointed as they try to make their businesses as beautiful as possible. Mistakes were made, Fontecchio and he had conversations and they will learn from them but how could they make sure in policy that they could make sure that this didn't happen again.

Brusky spoke for other concerned area residents who could not be in attendance. She read an email stating county efforts had created a problem larger than the one it attempted to solve. What was done was done but it was time for some good public relations and good remedial work. This resident would like some assurance that the county would do the right thing and level the trees that had been decimated beyond recognition.

Brusky also informed that the tree trainer came to her home. He was very polite and did two minor modifications to the two trees that were cut. There wasn't much left to be done because they were cut so poorly but he did talk about the ugliness factor and will be coming back in July to see how things were. Her husband and she paid to have the roots of the tree un-girdled. They poured money into it as had others with their trees. They were trying to save their trees, they were a thing of beauty to them and they were an economic source for people individually, for Allouez and the county. She didn't understand why they couldn't at least get an apology; that was a minimal. She asked that they delay approval to contact municipalities.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to have staff send the policy to the appropriate municipalities for possible input. Vote taken. MOTION CARRIED UNANIMOUSLY

3. **Communication from Supervisors Ballard and Brusky re: Allocate an additional \$100,000 to the Hoffman Road (County Road XX) resurfacing project to continue the bike lanes from the East River Bridge to Bellevue Road. In an effort to improve pedestrian and cyclist safety. Referred from March County Board.**

Fontecchio informed \$54,000 was slated for this; basically a band aid to hold off as they had a bigger reconstruct scheduled. To do what they were requesting they needed another \$100,000. In talking with Supervisor Ballard, one solution was to hold off on the \$54,000 and budget \$150,000 for 2019.

Ballard informed that Brusky and he met with three different representatives of user groups in the area. The end goal was to make sure it was widened and have bike lanes. Some of the immediate concerns were that the bike lane going from Allouez to Bellevue, once you hit the East River Bridge, the bike lane ended and there was no signage. As you go down Hoffman Rd. towards GV, it narrowed. There were a couple group bike rides during the summer and it's dangerous. A short term solution was to have a set of signs stating the bike lane ends and be careful of bikes; it was a safety concern with the gravel shoulder.

Responding to Dantine, Fontecchio stated they did not apply for dollars for bike trails and sidewalks for this project because the long term goal was to reconstruct it to an urban section which would have had the wider section. In his mind, the simplest thing to do was to hold off a year. They were in the process of revising their 6-year CIP for the next budget cycle.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to put proper signs up and wait a year for the proper funding. Vote taken. MOTION CARRIED UNANIMOUSLY

4. **Communication from Supervisor Kneiszel re: Request Hobart pay all or part of the expense of swapping the speed limit signs. Hwy FF to RK. Referred from March County Board.**

Erickson informed this was already discussed and at County Board it was determined that whatever they did, Corporation Counsel was going to send them a bill because above and beyond that, they couldn't charge people. Sieber wasn't sure if it was actually done, Erickson stated Corporation Counsel told him they were going to send a bill and it was a done deal.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

5. **Communication from Supervisor Sieber re: Discussion and possible action of a policy regarding the posting of speed limits. Referred from March County Board.**

Sieber believed the county was going to continue having more urbanized corridors across the county and questioned whether or not they wanted to have a county-wide policy on when they change and how often they change speed limits. Erickson stated this was discussed; Fontecchio was in the process of creating a policy. Fontecchio provided a handout (attached) and stated that speed limits were set by the state but the County Board had the authority to change them. However, they should be basing it on the engineering studies and would highly recommend following the state statutes as their policy. Sieber felt that was a great idea.

Motion made by Supervisor Tran, seconded by Supervisor Deslauriers to refer to staff to create a policy. Vote taken. MOTION CARRIED UNANIMOUSLY

Item 19 was taken at this time.

Resolutions & Ordinances

6. **Resolution re: 2017 Balanced Budget Adjustment.**

Director of Administration Chad Weininger provided a handout (attached) re: Brown County Calendar Year Activity Recap for the Year Ended December 31, 2017; it was a summary of all funds, in which he briefly went through with the committee. The county was required under state statute to balance the budget, this did it.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

UW-Extension

7. **Budget Adjustment Request (18-57): Any increase in expenses with an offsetting increase in revenue.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

8. **Budget Adjustment Request (18-58): Any increase in expenses with an offsetting increase in revenue.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

9. **Director's Report.** No report.

Register of Deeds

10. **Register of Deeds Annual Report.**

Register of Deeds Cheryl Berken was present and briefly spoke to her report.

Motion made by Supervisor Dantine, seconded by Supervisor Deslauriers to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

Airport

11. **Unaudited Airport Financial Report for February 2018.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

12. **Open Positions Report.**

Airport Director Tom Miller corrected the Housekeeper position closing date to be April 30th.

Motion made by Supervisor Kaster, seconded by Supervisor Deslauriers to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

13. **12 Hour Shift Report.**

All, with the exception of the housekeeping coverage, dealt with snow removal for a storm on the 6th of March. For the 21 hours works, there was a time period between roughly midnight and 3:30am where the crew was resting.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

14. **Annual Report.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

15. **Director's Report.**

Miller stated they go through shift reports every winter and he gave kudos to their guys who worked hard during the snowstorm to make sure airplanes got in and out. He appreciated their time and effort.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Public Works

16. **Summary of Operations.**

Fontecchio informed they were on track.

He had their Business Manager Brandy Younger run a report from when it started snowing last Friday through Thursday night when they were done cleanup. Total between the towns, county and the state was \$636,000 of an effort for the one storm.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

17. **Director's Report.**

In addition to the written report in the packet, pictures of arena damage were displayed; Fontecchio informed they continually met with PMI. They had a Structural Engineer out there today and had a contractor lined up to start removing the debris. After removal of debris, they have to board it all up and weatherproof it. An architect will then provide some options which will be run along with costs through the Veterans Memorial Complex Committee and go from there.

Motion made by Supervisor Kaster, seconded by Supervisor Tran to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

18. **2017 Annual Financial Report.**

Referring to the Executive Summary of the 2017 Annual Financial Report, Fontecchio directed the committee to the state billing, highlighted the fund balance and briefly explained the routine maintenance agreement (RMA) and the WRS account.

Dantinne questioned why the GTA dropped from 2016-2017. Younger explained \$250,000 was budgeted to transfer to the capital project funds. Inventory went down and a large portion was from maintenance materials. An inventory analysis was part of the report. It showed balances at the beginning of the year, the purchases, the uses, the value at the end of the year and the physical value. Fontecchio stated that one budget initiative from last year was inventory reduction.

Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

19. **An Ordinance to Amend Section A of Section 340.0003 of Chapter 340 of the Brown County Code of Ordinances Regarding CTH J in the Village of Hobart. Referred from April County Board.**

Map provided (attached); Fontecchio stated 45mph was the original speed limit going from Hidden Trail to RK. They changed it to 35mph at the request of Hobart. By law, the County Board set the speed limit, by state statues they had to do an engineering study. At the March PD&T, the motion was to change half (West of FF) back to 45mph. Supervisor Schadewald asked Fontecchio to relay that he would like to see the whole thing moved back to 45mph. Fontecchio reiterated, from an engineering study, he would recommend keeping it at 45mph for the whole stretch. It was not the end all, be all.

Motion made by Supervisor Dantinne, seconded by Supervisor Deslauriers to keep the speed limit at 45mph. Vote taken. MOTION CARRIED UNANIMOUSLY

Back to Item 6 at this time.

20. **Recommendation and Approval for Courthouse Square Concrete Repairs – Project #2207. Resolution Authorizing Jurisdictional Revisions to CTH G (Main Avenue) in the City of De Pere.**

Facility Manager Jon Morehouse stated they had about 6,500 sq. ft. of concrete to the east side/front of the courthouse that needed to be replaced. They were also doing the steps in front as they were deteriorating. They had one competitive bid of \$48,600; approx. \$9 a sq. ft. Fontecchio informed they had a budget of \$50,000.

Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to approve Martell Construction for \$48,600 for Project #2207 Courthouse Square Concrete Repairs. Vote taken. MOTION CARRIED UNANIMOUSLY

21. **Resolution Authorizing Jurisdictional Revisions to CTH G (Main Avenue) in the City of De Pere.**

The City of De Pere was doing a roundabout and they ran into a roadblock as it was one of those sections where there were multiple jurisdictions. De Pere was having a hard time determining if it was CTH G or a city street, etc. After much discussion with the City of De Pere they decided to end G at the bridge roundabout, east side of the river and change the name to GF. This helped the City of De Pere clean up the right-of-way acquisition out there, with some of the titles, because of some uncertainty. They already passed their resolution at the City of De Pere. Once passed by this committee and County Board, Fontecchio will send De Pere's and Brown County's resolutions to the DOT to be changed.

Motion made by Supervisor Kaster, seconded by Supervisor Dantinne to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

Other

22. **Acknowledging the bills.**

Motion made by Supervisor Dantinne, seconded by Supervisor Erickson to acknowledge receipt of the bills. Vote taken. MOTION CARRIED UNANIMOUSLY

23. **Such other matters as authorized by law.** None.

24. **Adjourn.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to adjourn at 7:10 pm. Vote taken. MOTION CARRIED UNANIMOUSLY

Respectfully submitted,

Alicia A. Loehlein
Transcriptionist – Administrative Coordinator

**Hoffman Road (County Road XX) Resurfacing
East to Bellevue Road**



Bike lane ends on East River Bridge



No sign that bike lane ends



View from the bridge looking west



Shoulder is not paved after bridge



Hoffman Road, Green Bay, WI

County Road XX Resurfacing



Imagery ©2018 Google, Map data ©2018 Google 200 ft

Hoffman Rd

Wisconsin



801 Hoffman Rd

<https://www.google.com/maps/search/Hoffman+Road,+Green+Bay,+WI/@44.4548614,-88.0147164,466m/data=!3m1!1e3>





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PAUL A. FONTECCHIO, P.E.
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: 3/27/2018
REQUEST TO: Planning Development & Transportation Committee; Executive Committee
MEETING DATE: 4/23/2018; 5/7/2018
REQUEST FROM: Paul Fontecchio, Director
REQUEST TYPE: New resolution Revision to resolution
 New ordinance Revision to ordinance

TITLE: Ordinance Dealing with the Revision of Speed Zone on CTH J, Village of Hobart

ISSUE/BACKGROUND INFORMATION:

Ensure the safety of the traveling public of Brown County. See attached Speed Study.

ACTION REQUESTED:

Recommendation by the Planning, Development & Transportation (PD&T) Committee on March 26, 2018 was to approve updated language at the April PD&T meeting and forward on to the County Board of Supervisors for approval and implementation.

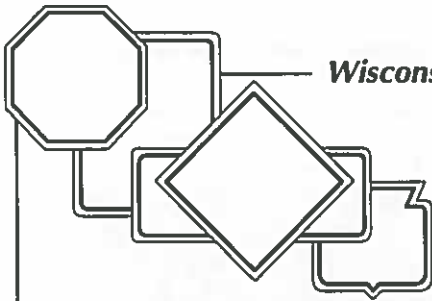
NOTE From Corp Counsel Dave Hemery on 04-12-2018: The request from PD&T was to authorize the speed limit change as requested by the Village of Hobart contingent upon the Village of Hobart paying Brown County \$800 for signage change costs. The requested contingency is due to the fact that the Village of Hobart requested to decrease the speed limit from 45 mph to 35 mph on 10-03-2017 (which was done with the County paying the signage change costs), and then the Village of Hobart requested to increase the speed limit back to 45 mph on 02-20-2018 (which would require \$800 in signage change costs). Brown County Corporation Counsel has opined that, while Brown County has the authority to approve or reject the Village of Hobart's speed change request, Brown County does not have the authority to charge a municipality for changing signage as a result of a speed limit change, and thus this proposed Ordinance amendment is written without the requirement that the Village of Hobart pay for signage change costs prior to the speed limit change taking effect. Corporation Counsel suggests that if reimbursement for signage change costs is desired here, then Corporation Counsel be directed to write to the Village of Hobart and request (but not require) payment of \$800 for changing the speed limit back.

FISCAL IMPACT:

NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

- 1. Is there a fiscal impact? Yes No
- a. If yes, what is the amount of the impact? \$800.00 – PWD Sign Installation
- b. If part of a bigger project, what is the total amount of the project? \$ _____
- c. Is it currently budgeted? Yes No
- 1. If yes, in which account? _____ 660.044.001.5000.550
- 2. If no, how will the impact be funded? _____

COPY OF RESOLUTION OR ORDINANCE IS ATTACHED



Setting Speed Limits on Local Roads

Speed limits are an important tool for promoting safety on streets and highways. Limits tell drivers what is the reasonable speed for a road section. They also help traffic enforcement by setting standards for what is an unsafe speed.

The state has set speed limits for all roads. However, municipalities can change speed limits for their roads under authority and guidelines in the *Wisconsin Statutes*. Selecting the appropriate speed limit can be a challenge because people often disagree. Residents frequently seek lower speeds, especially after a serious crash. Drivers tend to choose speeds that seem reasonable for the conditions—often higher than the posted limit—and that satisfy personal needs (saving time, enjoyment, inertia).

Local officials have a key role in setting limits. They must balance the competing concerns and opinions of drivers, residents, and law enforcement agencies with statutory requirements and the recommendations of traffic engineers.

This booklet is designed to help. It includes background information and research recommendations, summarizes statutory limits, describes the process for changing limits, and discusses signs, enforcement, advisory speeds, and other speed issues.

Background

High speeds are a factor in up to one-third of all fatal crashes, and injuries from speed-related crashes (including speed too fast for conditions) cost society \$27 billion per year (1994 estimate). Although speed by itself may not necessarily cause accidents, it affects their severity. For example, 85% of pedestrians struck by vehicles traveling 40 mph were killed while only 5% were killed when the speed was 20 mph.

Common sense says that regulating speed is a good way to make streets and highways safer. As a result, citizens may demand lower speeds, especially if there has been a severe crash or a frightening “near miss.”



However, driving behavior is not so easy to manage. Many studies, including a 1997 federal speed study (FHWA-RD-92-084), show that simply lowering speed limits has little effect on actual speeds, usually only reducing speeds by one to two miles per hour. At the same time, the difference in speeds, which is a common cause of crashes, increases, often making the roadways less safe. In general, drivers choose their speed based on what they think is safe and reasonable for the conditions present. An unreasonable posted speed gets little consideration from drivers. They determine “safe and reasonable” from a variety of factors, including:

- Road geometry—roadway characteristics such as lane width, shoulder width, sight distance, curves, and hills
- Land use, including frequency of driveways and cross streets
- Traffic volume and prevailing speed
- Presence of pedestrians, bikes, and parked cars
- Visual clutter such as billboards and commercial buildings
- Weather and road conditions
- Vehicle type and characteristics
- Driver capability, attitudes and habit
- Public attitudes
- Enforcement
- Speed zoning

A new alternative for managing vehicle speeds is called "traffic calming." This emphasizes physical changes to local streets—making them appear narrower or more restricted, for example—so drivers will voluntarily choose lower "safe and comfortable" speeds.

Philosophy

Prevailing speed—the one which most drivers choose—is a major consideration in setting speed limits. Wisconsin's statutes recognize this in declaring that "no person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions..." [246.57(2) Wisc. Stats.]

Engineers recommend setting limits at the 85% percentile speed, where 85% of the freely flowing traffic travels at or below that speed. They also emphasize considering the road's design speed in setting speed limits. This is the highest safe speed for which the road was designed. It takes into account road type, road geometry, and adjacent land use. Research studies show that accident rates go down when speed limits are within 10 mph of the design speed. When the difference is greater, motorists choose a wider variety of speeds. This variance in speed between vehicles, more than the speed itself, results in higher accident rates.

However, the prevailing speed and design speed may be hazardous for pedestrians, bicyclists, and other road users. Modern roads are often over-designed, particularly in residential areas, where they tend to emphasize functions like accommodating fire trucks or street parking. The wide, unobstructed roads that result can unintentionally encourage drivers to drive too fast for the safety of other road users. Simply setting lower speed limits is unlikely to produce the desired results, however, especially without effective enforcement. In these cases, authorities may wish to consider using some traffic calming techniques.

Speeds should be consistent, safe, reasonable, and enforceable. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce the limits with the 15% who drive too fast. Unreasonably low limits can promote disrespect for and disregard of other, reasonable posted limits. They also promote a false sense of security among residents and pedestrians who may expect that posting lower limits will change drivers' speed behavior. Unreasonably high limits create unnecessary risks.

Authority

Power to set speed limits rests with the state. Chapter 346.57 *Speed Restrictions* of the *Wisconsin Statutes* requires drivers to use a speed that is "reasonable and prudent," to exercise "due care," [346.57(2)] and to reduce speed under a variety of conditions such as "going around a curve...passing school children, high-

way construction or maintenance workers...and when special hazard exists..." [346.57(3)].

The *Statutes* give fixed limits for more than a dozen situations depending on the road type, jurisdiction, and land use [346.57 (4) (a-k)]. (See chart.)

Local or state officials have authority to change these limits within the limitations in Chapter 349.11 (summarized in chart). They must conduct an engineering and traffic investigation to determine a reasonable and safe speed limit. The limit must then be legally adopted by the local authority and appropriate signs erected. When properly changed, such limits do not create additional liability. In addition, changes beyond those specified in the statutes are possible in consultation with the state Department of Transportation.

Speed limits and authority to change

Fixed limits – Statute 346.57(4)*	Sub-section	Local government authority** – Statute 349.11.3(6) or 349.7
65 MPH – Interstate	(gm)	WisDOT ONLY
55 MPH – STH	(h)	WisDOT ONLY
55 MPH – CTH, town roads	(h)	Lower by 10 MPH
45 MPH – Rustic Roads	(k)	Lower by 15 MPH
35 MPH – town road (1,000 ft. min) with 150 ft. or less driveway spacing	(j)	No changes permitted
25 MPH – Inside corporate limits, residential street (other than outlying district)	(e)	Lower or raise by 10 MPH
35 MPH – Outlying district inside corporate limits (1,000 ft. min., 200 ft. driveway spacing)	(f)	Lower or raise by 10 MPH
35 MPH – Semi-urban outside corp. limits (1,000 ft. min., 200 ft. driveway spacing)	(f)	Lower or raise by 10 MPH
15 MPH – School Zone	(a)	Lower by 10 MPH or raise to speed of adjacent street
15 MPH – School Crossing	(b)	Lower by 10 MPH or raise to speed of adjacent street
15 MPH – Pedestrian safety zone	(c)	No changes permitted
15 MPH – Alley	(d)	Lower by 10 MPH
15 MPH – Public park (within, contiguous or adjacent to)	(j)	Lower by 10 MPH
Construction or maintenance zones as appropriate	(10)	State and local agencies have authority to establish

* From WisDOT Highway and Transportation Laws and Rules, 1995.

** All speed limit changes should be based on an engineering study.



All limits, whether set by statute or local authority, are only effective and enforceable when official signs have been erected to give adequate warning to highway users. Signs must conform to the specifications in the *Manual on Uniform Traffic Control Devices (MUTCD)* and the *Wisconsin Supplement* to the MUTCD.

Speeds may also be temporarily reduced in work zones where highways are being constructed, reconstructed, maintained or repaired [Ch.349.11(10)]. These changes must be properly posted and are not restricted by the other limitations in Chapter 349.11. Appropriate work zone signing and set up is described in *Workzone Safety: Guidelines for Construction, Maintenance and Utility Operations*.

The local agency that maintains the roadway has jurisdiction for determining the speed limit. In most cases the responsibility is clear. If a roadway segment has joint jurisdiction, such as a road on the border between two cities, then both agencies must agree on the speed limit. Obviously, the speed must be the same in both directions. In cases where the county or state maintains a road within the corporate limits of a city or village, the county or state is responsible for setting the speed limit. Coordination with local officials and law enforcement agencies is essential to set effective speed limits.

Required studies

Local authorities are required by the statutes to conduct engineering and traffic speed studies to determine a reasonable and prudent speed limit for a section of road or highway. Local law enforcement, the county Traffic Safety Commission, and WisDOT District engineering staff can be very helpful in conducting and interpreting these studies for local municipalities.

Engineering studies should include the following:

1. Measure prevailing speed characteristics and determine the 85th-percentile speed and pace speed
2. Evaluate reported accident experience for the past three to five years
3. Review roadside development and culture, and driveway access for conflicts
4. Evaluate sight distances at intersections, horizontal curves, and vertical curves
5. Check the road's geometrics including lane widths, sharp curves, and roadside hazards
6. Consider conflicts with parking practices, and pedestrian and bicycle activity
7. Evaluate pavement surface characteristics and shoulder conditions
8. Determine the current level of enforcement

A speed study is a statistical evaluation of speed characteristics at a specific location. It includes averages, ranges, distribution, and variability of speeds, and confidence levels of the analysis. Spot speed studies should be unbiased, measuring a statistically valid sample of vehicles.

Accurate spot speed measurements are important for setting limits. They should represent free flowing traffic on a clear, dry day. There should be a large enough number of measurements to produce an appropriate level of confidence about the data analysis. Spot speed is the instantaneous speed at one location. This is different from the average speed over a distance. As a general rule, the minimum sample size should never be less than 30 measured spot speeds. On higher volume roads the study should include about 100 cars.

Data can be collected in a variety of ways. Radar or laser speed detection units are commonly available and generally used to measure a sample of every *n*th vehicle. Speed can also be measured manually by counting the time it takes every *n*th vehicle to travel a measured distance between two points. Automatic data recorders using detector loops and tube counters can produce considerably more information by measuring every vehicle during a given time period and automatically calculating the spot speeds in free flowing traffic. Video and radar speed cameras are also used and can capture a broad variety of data which is preserved for multiple analyses. Once collected, data is then analyzed statistically and presented in tables and graphs.

Signs

A speed limit is not in effect until the area has been properly signed. Conversely, signs must not be installed until the limit has been approved and officially authorized. Signs are governed by the *Manual on Uniform Traffic Control Devices (MUTCD)*. Two types may be used: one for passenger cars and another for special limits for trucks and buses.

No more than three speed limits should be displayed on any one speed limit sign or assembly. Signs with special limits for trucks or other vehicles should include the word TRUCKS or a similar appropriate message. They can be displayed below the standard message or on a separate plate which should refer to SPEED or MPH.

The standard SPEED LIMIT sign must be 24 by 30 inches. Signs must be located:

- at each point where the speed limit changes
- beyond major intersections
- at other locations where it is necessary to remind motorists of the limit





REDUCED SPEED AHEAD signs may also be used to give advance warning of a lower speed zone. This sign should be used in rural areas to alert motorists when they may need extra time to slow to the posted limit. It must always be followed by a SPEED LIMIT sign at the beginning of the new zone.

Near schools, the END SCHOOL ZONE sign may be used as an alternate to the SPEED LIMIT sign.

Enforcement

Enforcement is critical. Without it speed limits are not effective. When it is considerably increased, violations and crashes have been reduced.

Local officials should actively involve enforcement personnel in setting speed limits to ensure they are reasonably enforceable. Enforcement agencies should always be advised when changes have been adopted.

Enforcement requires wide public support. A first step is to ensure that speed limits are publically perceived as reasonable and fair because the voluntary cooperation of most drivers is essential. A second step is vigorous public information and education stressing the safety benefits of the enforcement. This should be a cooperative effort between highway and enforcement officials. It should target specific aspects of the speeding problem such as young drivers, nighttime, school zones, work zones, or specific roads where potential traffic and pedestrian conflicts are high.

Within law enforcement agencies, traffic enforcement doesn't compete well with criminal and drug enforcement. As a result, local highway officials must actively seek adequate agency enforcement. These efforts will be most effective when the safety benefits are made clear and there is strong support from local elected officials.

Aggressive, targeted enforcement, combined with education, has effectively produced better public compliance with traffic laws. The Federal Highway Administration recommends targeting enforcement programs to high crash locations where speeding was a contributing factor and to areas with high traffic volumes.

Long term, low intensity speed enforcement can produce meaningful results, however. Studies indicate that some amount of the enforcement effort (15% is

recommended) should be directed to random locations and times. Stationary, marked patrol vehicles are most effective in creating longer term enforcement benefits.

Minimum speed limits and slow moving vehicles

Except on Interstate highways, there is no specific minimum speed on Wisconsin highways. However, the statutes prohibit driving a motor vehicle "at a speed so slow as to impede the normal and reasonable movement of traffic, except when necessary for safe operation or to comply with the law." [Section 346.59 Wis. Stats.]

Vehicles which normally travel slower than 25 mph must display slow moving vehicle emblems. [Section 347.245 Wis. Stats.] In addition, the operator of a vehicle moving so slowly that it impedes traffic must yield the roadway to overtaking vehicles, if practicable, when the operator of an overtaking vehicle gives an audible warning. [Section 346.59(2) Wis. Stats.]

Advisory speed signs

Advisory speed signs are used to tell drivers that a lower speed may be necessary at curves, turns, intersections, and other localized conditions. They add emphasis and specific information to other warning signs, recommending a comfortable and safe speed to drive in these locations. Advisory speeds should not be confused with

enforceable speed limits and they do not imply the maximum operating speed at which skid and rollover occurs.

The advisory speed must be determined by an accepted traffic engineering procedure but no ordinance is required. Signs can be erected by maintenance or sign supervisors and must be in accordance with guidelines in the MUTCD, 2C-35.



As with other traffic signs, advisory speeds should be consistent and reasonable to promote driver respect and compliance. This is not always the case. Research published by the national Transportation Research Board (TRB) found that on the two-lane highways studied, the posted advisory speeds at most curves were well below prevailing traffic speed and also below speeds established using recommended devices and criteria.

One widely used device for establishing advisory speeds on curves is the ball bank indicator. This relatively inexpensive curved level is mounted in an engineer's car. The engineer makes successive trial runs through a curve, taking care to drive parallel to the centerline of the curve, increasing speed by five mph each time. The indicator shows the angle of deflection in degrees. Advisory speeds are set based on average curve speeds for different angles of deflection.



The TRB study reports that the generally accepted criteria, which were established based on tests conducted in the 1930s, produce unrealistically low speeds with modern cars and should be revised upwards. Ballbank readings of 12 degrees above 40 mph, 16 degrees between 30 and 40, and 20 degrees below 30 would better reflect average curve speeds, the authors say.

Ballbank readings tend to fluctuate rather widely during a trial run and can be affected by loose-surfaced roads and vehicle suspension systems. As a result, setting a recommended speed depends to a significant extent on the judgment and experience of the person making the tests. The recommended speed should feel comfortable for the average driver and be lower than the maximum safe speed. It should also be sensible in comparison with prevailing speeds.

Summary

Establishing and enforcing reasonable and safe speed limits is the responsibility of local officials. This often includes balancing conflicting issues of safety, traffic movement, and community concerns.

Coordination with local law enforcement is vital to effective speed control. Most speed zones should encourage voluntary compliance by using reasonable speed limits. Traffic calming techniques that involve physical and perceptual changes can also be helpful. Enforcement officials should be consulted in determining effective limits and they should work with the community in difficult areas.

The traffic engineering staff of the state Department of Transportation can also be a helpful resource. Since they participate on county Traffic Safety Commissions, this may be an easy way to contact them for assistance.

References

- Establishing Realistic Speed Limits*, Department of State Police, State of Michigan, 1992, 21 pp.
- Evaluation of Criteria for Setting Advisory Speed on Curves*, Mashrur A. Chowdhury, Davey L. Warren, Howard Bissell, & Sunil Taori, Transportation Research Board Paper No. 980133, Jan. 11-15, 1998, 21 pp.
- Factors Affecting Speed Variance and Its Influence on Accidents*, Nicholas J. Garber & Ravi Gadiraju, Transportation Research Record 1213, Transportation Research Board, 1998, 10 pp.
- Pocket Handbook on Speed Zones*, T.I.C., 1999.
- A Policy on Geometric Design of Highways and Streets*, AASHTO, 1990, pp 62-68.
- Safety Strategies for Rural Roads, Draft Final Report*, DSTI/DOT/RTR/RS8(98)1, Organization for Economic Cooperation and Development, Scientific Expert Group RS8 on "Safety Problems of Rural Roads," October 1998, 131 pp, pp 73-87.
- Spot Speed Studies, Ch.3 of Manual of Transportation Engineering Studies*, Institute of Transportation Engineers, H. Douglas Robertson, Ed., 1994, pp 33-51.
- Speeding and Highway Safety: The U.S. Department of Transportation's Policy and Implementation Strategy*, National Highway Traffic Safety Administration, Federal Highway Administration, November 1996, 4 pp.
- Speed Limits*, Wisconsin Department of Transportation, Division of Highways, pamphlet.

Several sample speed limit ordinances are reprinted on the back page of this factsheet.

Sample speed limit ordinances

Local boards of elected officials must adopt speed limits in ordinance form. Here are sample ordinances for county and municipal governments. Local ordinances also may include details on forfeitures and law enforcement authority. The ordinance should be reviewed by the agency's attorney.

Sample amendment to a speed ordinance

AMENDING CHAPTER 1 OF THE BADGER COUNTY CODE OF ORDINANCES

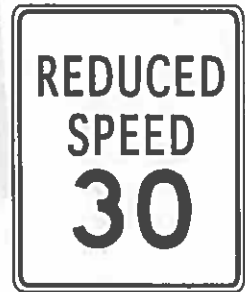
SPEED LIMIT CHANGES

The County Board of Supervisors of the County of Badger does ordain as follows:

ARTICLE 1. Unless otherwise expressly stated herein, all references to section and chapter numbers are to those of the Badger County Code of Ordinances.

ARTICLE 2. Section(2)(b)(2) is created to read as follows:

- 1) Chestnut Road, City of Centerton. Twenty-five miles per hour from its intersection with USH 51 to its intersection with Winona Drive.



"Badger County" traffic ordinance

SPEED LIMITS. (1) The provision of sections 346.57 and 346.59 of the Wisconsin Statutes, relating to the maximum and minimum speed of vehicles, are hereby adopted as part of this section as is fully set forth herein, except as specified by section 2 of this ordinance, pursuant to section 349.11(3)(c) of the Wisconsin Statutes.

(2) No vehicle shall exceed the following speed limits on the following county trunk highways:

- (a) County Trunk Highway "A"
 - (1) **Unincorporated Village of Estesville, Town of Terry.** Thirty-five miles per hour from its junction with STH 78, in Estesville, southwesterly 0.35 miles.
 - (2) **City of Covington, Town of York.** Thirty-five miles per hour from its intersection with CTH "N" (Veterans Drive), easterly to a point 0.15 miles east of its intersection with Race Track Road.
- (b) County Trunk Highway "AB"
 - (1) **Town of Finis.** Thirty miles per hour from the bridge over the Yahara River located on a line common to sections 13 and 14, Town of Finis, southwesterly to USH 51.
 - (2) **Chestnut Road, City of Centerton.** Thirty miles per hour from the intersection of USH 51, easterly to Droster Road.

Sample municipal ordinance

Section 3. **SPEED LIMITS.** [Towns, Cities, and Villages] The [Council or Village Board] hereby determines that the statutory speed limits on the following streets or portions thereof are unreasonable, unsafe and imprudent and modifies such speed limits as follows:

- (1) **SPEED LIMITS INCREASED.** Speed limits are increased as follows upon the following designated streets or portions thereof:

(a) **Outlying Districts**

45 miles per hour on _____ Avenue between _____ Street and the _____ [City or Village] limits;

- (2) **SPEED LIMITS DECREASED.** With the approval of the Wisconsin Department of Transportation, the speed limits are decreased as hereinafter set forth upon the following highways or portions thereof:

(a) **Semi-Urban Districts**

25 miles per hour on _____ Road between County Trunk _____ and the _____ [City or Village] limits;

30 miles per hour on _____ Road between County Trunk _____ and the limits



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Wisconsin Transportation Bulletin is a series of fact sheets providing information to local town, municipal and county officials on street and highway design, construction, maintenance, and management. They are produced and distributed by the Wisconsin Transportation Information Center, a project of the University of Wisconsin-Madison Department of Engineering Professional Development, funded as a Local Technical Assistance Center by the Federal Highway Administration, Wisconsin Department of Transportation, and UW-Extension. Copies are available free while supplies last from the Transportation Information Center-LTAP, UW-Madison, Department of Engineering Professional Development, 432 North Lake Street, Madison, WI 53706. Phone: 800/442-4615; fax: 608/263-3160; e-mail: ranum@Engr.Wisc.Edu

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Brown County
Calendar Year Activity Recap
For the Year Ended December 31, 2017

Fund	Fund	Department	Budgeted Surplus (Deficit)	Actual Surplus (Deficit)	Favorable (Unfavorable)	TOTAL Equity		UNRESTRICTED Equity	
						Beginning Equity	Actual Activity	Beginning Equity	Increase (Decrease)
100	General Fund	Board of Supervisors	0	30,226	30,226				
100	General Fund	Circuit Courts	0	4,980	4,980				
100	General Fund	Clerk of Courts	0	(107,059)	(107,059)				
100	General Fund	Public Safety	0	147,566	147,566				
100	General Fund	Medical Examiner	0	(70,055)	(70,055)				
100	General Fund	Corporation Counsel	0	62,622	62,622				
100	General Fund	County Clerk	0	75,267	75,267				
100	General Fund	District Attorney	0	29,182	29,182				
100	General Fund	Executive	0	6,247	6,247				
100	General Fund	Administration	0	347,883	347,883				
100	General Fund	Land Conservation	0	50,867	50,867				
100	General Fund	Facility Management	0	395,944	395,944				
100	General Fund	Museum	0	7,051	7,051				
100	General Fund	Health	0	288,787	288,787				
100	General Fund	Parks	0	173,381	173,381				
100	General Fund	Human Resources	0	145,930	145,930				
100	General Fund	Planning & Land Services	0	81,712	81,712				
100	General Fund	Register of Deeds	0	145,192	145,192				
100	General Fund	Sheriff	0	(762,383)	(762,383)				
100	General Fund	Treasurer	0	165,918	165,918				
100	General Fund	UW Extension	0	29,106	29,106				
100	General Fund	Veterans Services	0	11,533	11,533				
100	General Fund	General Revenues	(2,818,321)	(1,526,981)	1,291,340				
100	General Fund	General Fund totals	(2,818,321)	(267,084)	2,551,237	32,353,399	(267,084)	22,445,670	697,966
									23,143,636
101	Hazmat	Public Safety	(2,952)	6,852	9,804	105,706	6,852	112,558	
105	Library	Library	(119,611)	203,246	322,857	428,593	203,246	631,839	
106	Library Coin Ops and Donations	Library	(98,389)	49,286	147,675	189,704	49,286	238,991	
110	Land Conservation Grants	Land Conservation	100,000	117,960	17,960	145,436	117,960	263,396	
120	Park Donations	Parks	(4,200)	6,761	10,961	39,577	6,761	46,339	
121	Boat Landing	Parks	(119,535)	(12,469)	107,066	346,361	(12,469)	333,892	
122	Cross Country Ski	Parks	(28,025)	15,342	43,367	135,133	15,342	150,475	
123	Park Land & Building Acquisitions	Parks	25,330	36,627	11,297	90,151	36,627	126,778	
124	Rails to Trails	Parks	(78,575)	(59,843)	18,732	122,390	(59,843)	62,547	
130	Employee Events	Human Resources	(800)	(1,614)	(814)	17,775	(1,614)	16,160	
140	Land Records Modernization	Planning & Land Services	88,392	55,525	(32,867)	(42,547)	55,525	12,978	
150	DARE	Sheriff	0	134	134	69,817	134	69,951	
151	Jail Assessment	Sheriff	0	0	0	(25,295)	0	(25,295)	
152	Investigative Asset Seizures	Sheriff	(49,070)	(113,360)	(64,290)	576,864	(113,360)	463,504	
160	Family Court	Circuit Courts	(4,700)	2,486	7,186	132,945	2,486	135,431	
170	Nonmetallic Mining	Planning & Land Services	(5,749)	(4,231)	1,518	81,596	(4,231)	77,365	
180	Museum Deaccessions	Museum	0	0	0	2,534	0	2,534	

Brown County
Calendar Year Activity Recap
For the Year Ended December 31, 2017

Fund	Fund	Department	Budgeted Surplus (Deficit)	Actual Surplus (Deficit)	Favorable (Unfavorable)	TOTAL Equity		UNRESTRICTED Equity	
						Beginning Equity	Actual Activity	Beginning Equity	Increase (Decrease)
201	Community Services	Health & Human Services	(75,000)	(341,560)	(266,560)	746,639	(341,560)	405,079	
205	Fredricka Crane	Library	(25)	22	47	8,712	22	8,734	
206	Lester Wood	Library	(390)	43	433	19,227	43	19,270	
210	Child Support	Child Support	0	0	0	0	0	0	
220	Arena and Convention Center	Parks	2,060,875	170,581	(1,890,294)	9,960,645	170,581	10,131,225	
230	Syble Hopp School	Syble Hopp	(59,542)	336,642	396,184	2,594,182	336,642	2,930,824	
240	County Roads and Bridges	FM-Highway	(250,000)	(506,873)	(256,873)	2,289,401	(506,873)	1,782,527	
250	Economic Development Revolving Loan	Planning & Land Services	(1,340,194)	(874,405)	465,789	1,649,425	(874,405)	775,020	
255	Comm Develop Block Grant Housing	Planning & Land Services	(44,838)	(44,838)	(0)	44,838	(44,838)	0	
256	BC Housing Revolving Loan	Planning & Land Services	(250)	39,511	39,761	13,866	39,511	53,377	
257	NE Region Housing Revolving Loan	Planning & Land Services	44,838	130,445	85,607	0	130,445	130,445	
265	Dog Licenses	County Clerk	0	0	0	0	0	0	
270	UW Extension Madison Programs	UW Extension	(16,029)	(23,514)	(7,485)	92,340	(23,514)	68,826	
275	Drainage Districts	Treasurer	0	(2,692)	(2,692)	0	(2,692)	(2,692)	
280	Jail Inmate Welfare	Sheriff	18,000	55,878	37,878	19,793	55,878	75,671	
281	Fire Safety	Sheriff	0	145	145	12,907	145	13,051	
300	Debt Services	Debt Services	(787,137)	(156,966)	630,171	2,053,136	(156,966)	1,896,171	
410	Building Upgrade Projects	Facilities Management	(255,464)	(89,934)	165,530	477,848	(89,934)	387,914	
411	Asset Maintenance	Facilities Management	(98,230)	5,109	103,339	455,376	5,109	460,485	
412	Veterans Memorial Complex Cap Fund	Parks	(628,753)	143,198	771,951	5,113,435	143,198	5,256,633	
415	Parks Improvements	Parks	(2,630)	(2,630)	0	2,630	(2,630)	0	
422	Time & Attendance	Administration	(126,940)	(2,525)	124,415	126,940	(2,525)	124,415	
423	Countywide Financial System	Administration	(273,129)	(2,400)	270,729	273,130	(2,400)	270,730	
425	Library Improvements	Library	(12,118)	(7,812)	4,306	7,812	(7,812)	0	
426	Managed Services	Community Services	(130,985)	(95,895)	35,090	130,985	(95,895)	35,090	
431	Emergency Communications Upgrades	Public Safety	(1,040,985)	(209,786)	831,199	1,042,414	(209,786)	832,628	
432	Jail Projects	Sheriff	(67,896)	(33,948)	33,948	33,948	(33,948)	0	
433	Law Records Management System	Sheriff	(86,254)	(46,522)	39,732	86,254	(46,522)	39,732	
434	Sheriff Department Projects	Sheriff	(832,458)	(700,582)	131,876	866,186	(700,582)	165,604	
435	District Attorney Evidence Distribution	District Attorney	0	250,000	250,000	0	250,000	250,000	
440	Highway Projects	FM-Highway	1,546,196	546,377	(999,819)	0	546,377	546,377	
442	2012 Highway Projects	FM-Highway	(1,452)	(1,452)	0	1,452	(1,452)	0	
443	2013 Highway Projects	FM-Highway	(172,122)	(172,122)	0	172,122	(172,122)	0	
444	2014 Highway Projects	FM-Highway	(171,185)	(171,184)	1	171,184	(171,184)	0	
445	2015 Highway Projects	FM-Highway	(172,362)	(172,361)	1	172,361	(172,361)	0	
446	2016 Highway Projects	FM-Highway	(1,030,529)	(1,030,529)	0	1,030,529	(1,030,529)	0	
460	BC Research & Business Park	Planning & Land Services	(178,272)	565,984	744,256	396,900	565,984	962,884	
461	Land Info & Tax Collection System	Planning & Land Services	(773,551)	(151,028)	622,523	774,790	(151,028)	623,762	
610	Airport	Airport	3,133,732	(741,389)	(3,875,121)	82,254,511	(741,389)	81,513,123	
620	Golf Course	Golf Course	4,302	57,746	53,444	1,595,760	57,746	1,653,506	
						8,359,952	244,795	8,604,747	
						(60,362)	3,469	(56,893)	

Brown County
Calendar Year Activity Recap
For the Year Ended December 31, 2017

Fund	Fund	Department	Budgeted Surplus (Deficit)	Actual Surplus (Deficit)	Favorable (Unfavorable)	TOTAL EQUITY		UNRESTRICTED EQUITY		
						Beginning Equity	Actual Activity	Beginning Equity	Increase (Decrease)	Ending Equity
630	Community Treatment Center	Health & Human Services	(559,568)	(1,523,526)	(963,958)	17,856,543	(1,523,526)	909,383	(1,002,848)	(93,465)
640	NEW Zoo	Zoo & Adventure Park	(18,154)	93,960	112,114	3,714,428	93,960	838,347	191,463	1,029,810
641	NEW Zoo Donations	Zoo & Adventure Park	(99,885)	32,069	131,954	110,823	32,069	236,875	14,738	251,613
643	Adventure Park	Zoo & Adventure Park	1,000	(18,953)	(19,953)	831,902	(18,953)	672,324	(8,206)	664,118
650	Port	Port & Resource Recovery	(405,233)	(425,486)	(20,253)	3,357,587	(425,486)	325,440	40,590	366,030
651	Harbor Fee	Port & Resource Recovery	41,500	40,590	(910)	3,396,619	611,698	1,344,495	317,396	1,661,891
652	Harbor 217	Port & Resource Recovery	(567,388)	611,698	1,179,086	43,306,902	2,019,623	14,538,563	(735,552)	13,803,010
655	Resource Recovery	Port & Resource Recovery	324,355	2,019,623	1,695,268	13,632,890	298,570	2,868,037	116,712	2,984,749
660	Highway Projects	FM-Highway	338,844	298,570	(40,274)	1,117,261	(26,411)	548,665	(474,592)	74,073
670	BC Community Area Network	Technical Services	3,954,983	(26,411)	(3,981,394)	6,258,372	(140,632)	633,302	(555,557)	77,746
710	Technology Services	Technical Services	(182,268)	(140,632)	41,636	15	(18,865)	15	(18,865)	(18,850)
720	Departmental Multifunction Devices	Technical Services	3,209	(18,865)	(22,074)	131,929	36,567	111,908	18,085	129,993
730	Copy & Document Center	Technical Services	39,628	36,567	(3,061)	4,255,894	(3,512,072)	1,838,882	(2,466,026)	(627,144)
750	Health & Dental Insurance	Human Resources	1,074,777	(3,512,072)	(4,586,849)	1,014,074	(666,074)	1,014,074	(666,074)	348,000
751	Casualty Insurance	Administration	(160,164)	(666,074)	(505,910)	34,739	(23,006)	34,739	(23,006)	11,733
752	Workers Compensation Insurance	Human Resources	0	(23,006)	(23,006)	315,903	288,329	315,903	288,329	604,232
753	Disability Insurance	Human Resources	0	288,329	288,329	243,787	102,943	243,787	102,943	346,730
754	Unemployment Compensation	Human Resources	0	102,943	102,943	3,730,059	72,062	2,793,530	10,377	2,803,907
900	Aging & Disability Resource Center	ADRC	0	72,062	72,062					

REGISTER OF DEEDS ANNUAL FEES REPORT 2017

REAL ESTATE TRANSFER FEES

TOTAL TRANSFER FEES COLLECTED	\$3,952,799
STATE SHARE	\$3,162,239
STATE SHARE MINUS ADJUSTMENTS	\$3,155,558
COUNTY SHARE	\$790,560
DOR ADJUSTMENTS	\$6,681
ADJUSTED COUNTY SHARE	\$797,241

COPY/MISC FEES

TOTAL COPY FEES COLLECTED	\$606,604
STATE SHARE/VITALS CERTIFIED COPIES	\$188,421
CD ROM	\$6,008
PUBLIC ACCESS FEES	\$136,074
REAL ESTATE COPIES, REPORTS, MISC RECORDS	\$96,776
STIPULATION/WAIVER FEES	\$4,290
CERTIFIED COPIES / Vital Records	\$175,032
OVERAGES	\$3
TOTAL COUNTY SHARE	\$418,183

REAL ESTATE RECORDING FEES

TOTAL REAL ESTATE FEES COLLECTED	\$ 1,180,372
STATE SHARE/LAND RECORDS FUND	\$274,918
COUNTY SHARE/LAND RECORDS FUND	\$314,192
COUNTY SHARE (BALANCE)(RE recording fees)	\$591,262
TOTAL COUNTY SHARE	\$905,454

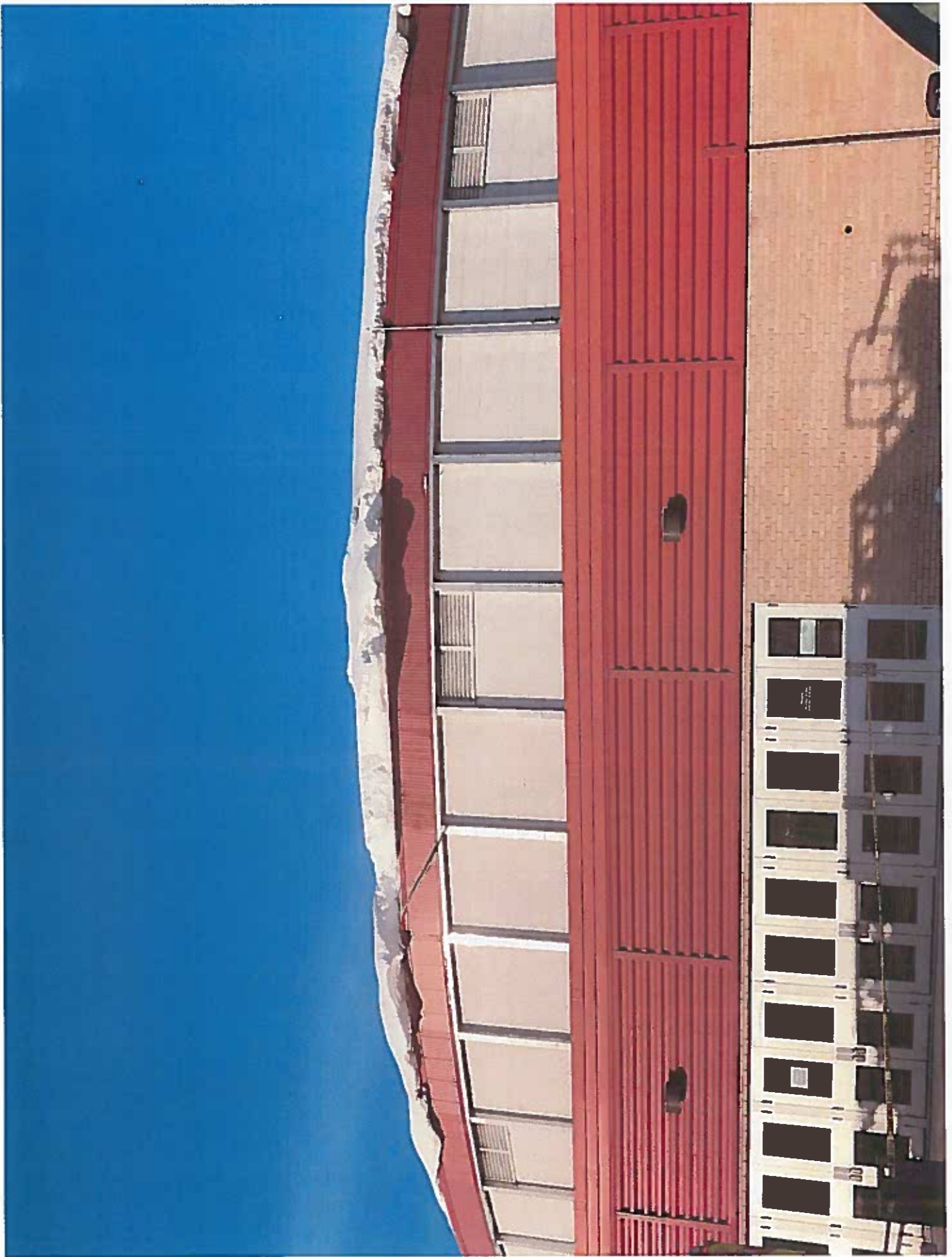
TOTAL FEES

GRAND TOTAL FEES COLLECTED	\$5,739,776
(LESS) STATE SHARE	-\$3,618,897
(LESS) FUNDS TO COUNTY LIO	-\$314,192
TOTAL EXPENDITURES	-\$881,928
SURPLUS TO GENERAL FUND	\$924,759

REGISTER OF DEEDS STATISTICS

2017 REPORT

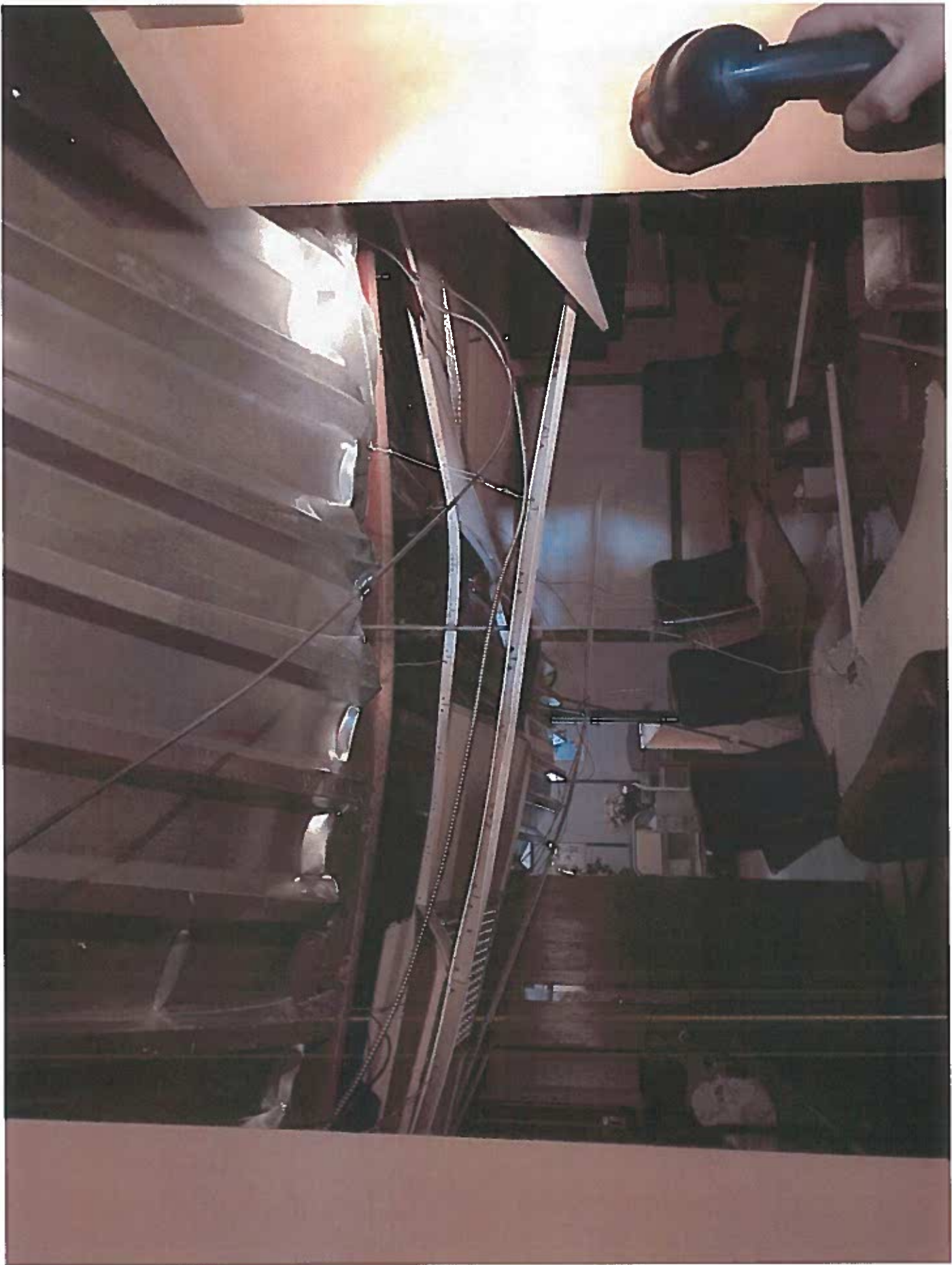
VITAL RECORDS FILED OR RECORDED WITHOUT FEES	2016	2017	VITAL RECORDS ISSUED FOR FEES	2016	2017
BIRTH CERTIFICATES	4,835	4,671	BIRTH CERTIFICATES	13,123	13,578
DEATH CERTIFICATES	2,523	2,522	DEATH CERTIFICATES	24,596	25,999
MARRIAGE CERTIFICATES	1,622	1,744	MARRIAGE CERTIFICATES	5,878	6,267
DOMESTIC PARTNERSHIPS	2	3	DOMESTIC PARTNERSHIPS	4	6
DIVORCE CERTIFICATES	0	6	DIVORCE CERTIFICATES	0	8
MILITARY DISCHARGES	59	213			
REPLACEMENT COPIES	2	1			
TOTAL	9,043	9,160	TOTAL	43,601	45,858
BACKSCANNED BIRTHS	5,170	0			
BACKSCANNED MARRIAGES	2	0			
REAL ESTATE RETURNS	8,977	8,980			
REAL ESTATE DOCUMENTS FILED OR RECORDED FOR FEES			REAL ESTATE & MISC RECORDS ISSUED FOR FEES		
REAL ESTATE - MANUAL	23,522	19,248	REAL ESTATE COPIES / pages	196,198	206,239
REAL ESTATE - ELECTRONIC	18,738	20,117	UNSUCCESSFUL SEARCHES	10	1
			CD ROM	13	13
TOTAL	42,260	39,365	TOTAL	196,221	206,253
GRAND TOTAL FILED/RECORDED/REVIEWED/BACKSCANNED	65,452	62,674	GRAND TOTAL SOLD	239,822	252,111













ОТТОПКО

the stuff that counts

ВНИМАНИЕ! При использовании системы необходимо соблюдать все правила эксплуатации. При повреждении системы необходимо обратиться к производителю.

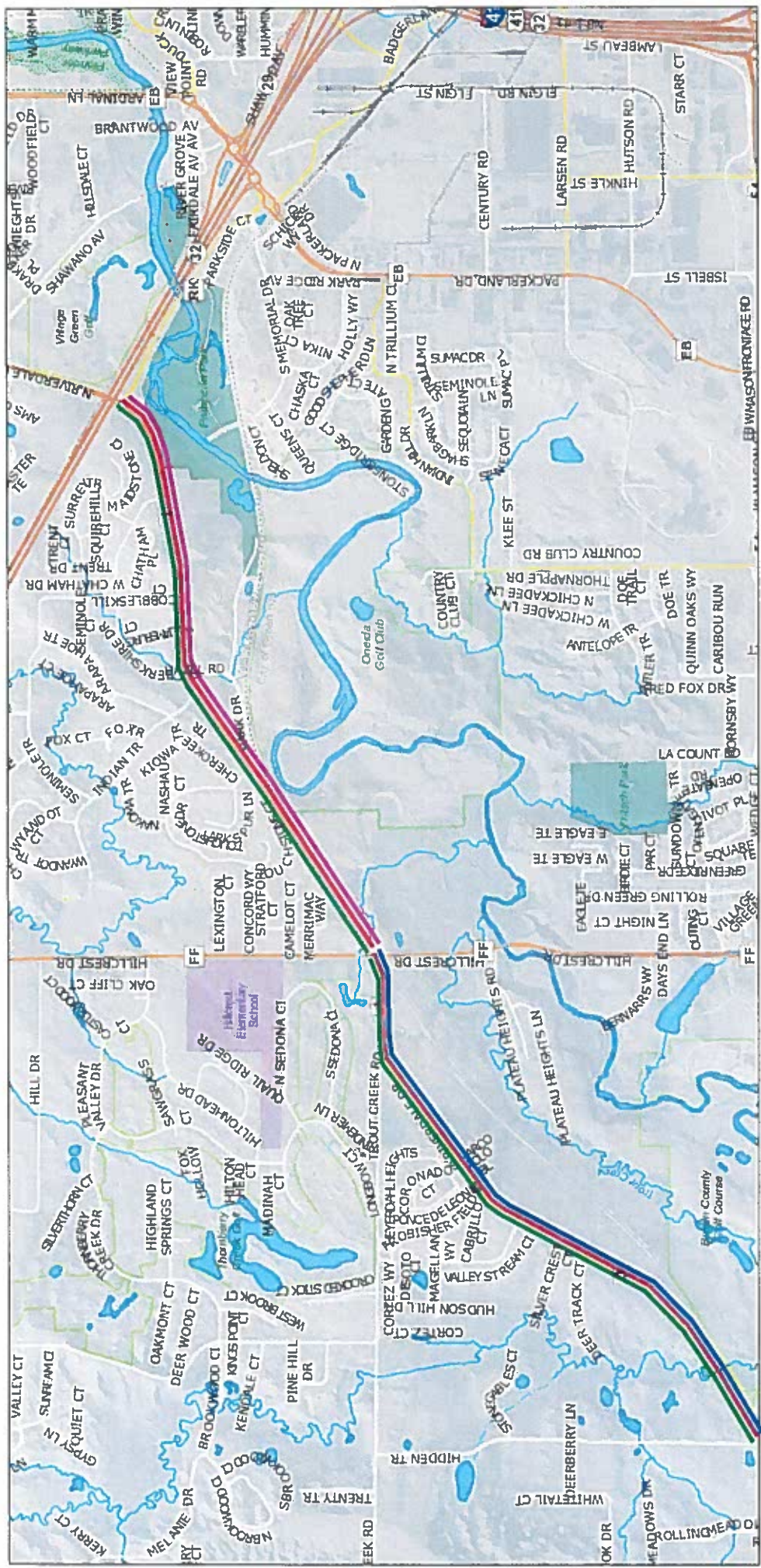
HAVE A SAFE AND FUN EXPERIENCE
Enjoy a unique experience



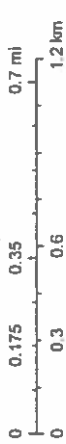
ВНИМАНИЕ! При использовании системы необходимо соблюдать все правила эксплуатации. При повреждении системы необходимо обратиться к производителю.

ВНИМАНИЕ!
ОСТАВА
НЕ ПОДДАВАТЬСЯ

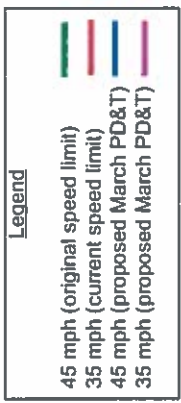
CTH J



1:15,840



Brown County WI



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