

**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, July 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: Supervisor Brusky, Public Works Director Paul Fontecchio, Officer Sandberg, Engineering Manager Nick Uitenbroek, Airport Director Marty Piette, UW-Extension Director Judy Knudsen, Planning Director Chuck Lamine, Director of Administration Chad Weininger and other interested parties.

I. **Call Meeting to Order.**

The meeting was called to order by Chair Bernie Erickson at 6:24 pm.

II. **Approve/Modify Agenda.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to take Item 18 after Item 2. Vote taken.

MOTION CARRIED UNANIMOUSLY

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

III. **Approve/Modify Minutes of June 4 and 25, 2018.**

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

Comments from the Public None.

1. **Review Minutes of: None.**

Presentation

2. **Report on County Highway Intersection Safety & Stop Condition Rumble Strips.**

Fontecchio informed they had seen a lot of fatal accidents in Brown County over the last few years, things in common were broad daylight, T-intersections of county trunks, stop signs and stop ahead signs were all in place. There was a problem with distracted driving, people weren't seeing the signs. They could, and in most cases they will, put up another stop sign on the left but if people weren't seeing two signs, they may not see a third. Over the last 10-15 years they saw stop control (transverse) rumble strips go away. The reasoning was noise to adjacent landowners. At the same time you see them being used more on the shoulders and center lines of highways. They needed to reexamine the use of the stop control rumble strips. As indicated in the report, the U.S. Department of Transportation Federal Highway Administration's (FHWA) studied the effectiveness of transverse rumble strips on approaches to stop-controlled intersections in rural areas. They found a "statistically significant reduction in KAB crashes (about 21 percent) and KA crashes (about 39 percent)." ('K' represents fatal crashes, 'A' represents incapacitating injury crashes, and 'B' represents non-incapacitating injury crashes.). Fontecchio stated they knew they worked and were proposing to reuse them. At the September meeting, they will bring their consultant expert in for the county road safety plan. She will weave in stop controlled rumble strips into the methods to help make county highways safer. There were a few intersections because of fatalities or near-misses that they will put rumble strips in and some will get extra signage. Next spring he'd like to put together a more robust package where they bid out some millings for stop control rumble strips to give towns the opportunity to piggyback on the contract.

Officer Sandberg informed he was the Chair Person for the Brown County Traffic Safety Commission; they met quarterly

required by law. They reviewed fatal crashes and very serious injury crashes that occurred over the last quarter and come up with different things such as engineering, education or enforcement to try to solve issues they were having. From the Traffic Safety Commission, they wanted to look at every single measure possible to keep people safe in the community. From 2015-2018 there were 14,579 total crashes in the county; distracted driving was a factor for 2,726 of those, which was almost 20% of the crashes. To compare, same timeframe 828 crashes were alcohol or drug related. There were 68 total deaths, 15 of those were from 12 crashes that were intersection related where someone failed to stop at a stop sign; this was only counting the rural intersections. They needed solutions and this was one of few options. Responding to Tran, it doesn't break it down to cellphone related. Most people won't admit it and it was hard to prove.

Kaster questioned what constituted putting a 4-way stop in. Fontecchio felt that was one thing they had to look at but it was mostly based on traffic volume. He had not gone through and analyzed every intersection but it was something they should be analyzing. Kaster expressed concerns with the noise from rumble strips. Fontecchio knew they could be looked at as a nuisance but it was the sound of potentially lives being saved.

A brief discussion ensued with regard to when speedbumps were appropriate.

Fontecchio informed that three sets of rumble strips were the standard; the standard detailed drawing the State of Wisconsin had. He was very hesitant to deviate from the standard detailed drawings set for by the DOT; he felt they incurred quite a bit of liability if they did.

Deslauriers informed the intersections he was focused on were the ones that caused the double fatality and the one by Holland Town Hall. He questioned the process after the consultant comes back in regard to the decision-making as to what counter measures were installed at what intersection. What involvement did local community have as well as town and resident involvement look like? Fontecchio informed he didn't design roads based on public opinion, he had this conversation at many informational meetings. As an Engineer they engineer the roads and look at things analytically from an engineering perspective. In 2015, he took the advice of local government and wished he hadn't the day after the fatal accident on G and Z. There were times they put in roundabouts where people on the 4-corners weren't happy and he had to tell them they had to weigh their 4-landowner issues and concerns verses the 10,000 people that went through that intersection every day.

Deslauriers stated he had responded to accidents 60 square miles plus in southern Brown County for the last 15 years and wanted to make sure that the process insured that intersections were safe. Everything in highway safety was a balance and they had to balance landowners and the low hanging fruit that existed. Handouts re: Unsignalized Intersection Safety Strategies (attached) were passed out. He provided examples specifically at this intersection that yielded the similar crash reduction factors as rumble strips with no or very little resident impacts. Deslauriers believed the rumble strips shown in the pictures gave a huge impact to the landowners to the point of very deep sleep disturbance; it was not pleasant living there. He didn't understand why the rumble strips were removed by the park and believed it was their responsibility to go through and look at some of the counter measures available at that corner. Overhead stop signs, beacons, flashing LED stop signs, pavement paintings as well as increased enforcement were some examples available. The reason he was asking for town involvement was there were things that the townspeople knew due to familiarity and he felt future actions had to involve the towns.

Fontecchio noted the last page of Deslauriers handout was from a county roadway safety plan; so much of the low hanging fruit talked about was exactly what was coming back into the county road safety plan. There was a lot of stuff they weren't doing hence why it was put in the budget plan last year. Fontecchio saw some of the analytics from the consultant firm, it was very robust. He was just saying let's not take a certain tool out of the toolbox as he respectfully disagreed with a number of Deslauriers points related to rumble strips. The Highway Department put together reports by talking to law enforcement and other professional engineers. The County Board was the policy making body and could decide not to use rumble strips but it would be in direct countermand to what he was recommending as the Highway Commissioner and a professional engineer. He can't in good conscience leave any tools out of the toolbox and he wasn't interested in having a policy discussion of public opinion. Deslauriers responded that's not what he wanted; there were very appropriate locations for stop condition rumble strips. He wasn't taking a black and white approach to this but saying let's use the tools in the toolbox and exhaust the other options when there was a dramatic impact to people and families. He reiterated they could get the same effectiveness without rumble strips at particular intersections. He was really troubled by county activities that don't openly communicate, ask for input of decisions that will dramatically impact townships that were there and their residents. Fontecchio had listened and respected the towns and had gone above and

beyond. He provided options that local government could choose. The thing he wanted to address was he had seen where they had lowered speed limits and raised them back up. There were certain safety things that on a personal level bothered him because he knew it shouldn't be done and yet they had done it. Public opinion was fickle.

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

Bruce Krahn - 3899 Park Rd., Town of Morrison

Krahn's resident was the first place to the east of the intersection. He had lived there for 45 years and had seen it go from a small country road to the busiest road in their town; it led directly down I43. It was probably the 2nd busiest intersection in their town. Something had to be done to make that intersection safer. When the rumble strips were in there, it didn't bother them a bit and he questioned why they took them out, it just made that intersection more dangerous.

Approaching from the east you had a blind intersection and you can't see if someone was coming through on G. Maybe they needed a 4-way stop. The last accident took two lives. The accident before that, a guy was coming from the east, didn't stop for the stop sign and hit someone on G.

Jenny Wasmuth - 4591 Deer Rd., Town of Morrison Supervisor

Wasmuth informed she lived through the 1987 fatal accident. The car was traveling to the east, that's why they put rumble strips there in approx. 1988. Laabs and Wasmuth were not on the board when the decision was made to take them out. Their first town supervisor's meeting was when the chairman discussed going to the county to take them out, in which they were not in favor of. She didn't know of any fatalities prior or complaints from the noise. She doesn't live near them so she couldn't speak to the noise but from 1988-2010 there were no complaints about the noise. Regardless of rumble strips, locals don't stop. Heavy equipment rolls through stop signs. Rumble strips helped people glancing over especially traveling west as it was all trees and brush.

Stan Kaczmarek – 3848 Anston Rd., Town of Pittsfield

Speaking to a comment about Heritage Rd. and CTH X, before the roundabout went in they had rumble strips. He frequented that intersection and yes, they were noisy but you got used to it. There were accidents but no fatalities. One thing they could consider was adding a roundabout; it will slow the traffic in each direction.

Dennis Laabs – 7597 Hwy W, Greenleaf, Town of Morrison Supervisor

Laabs talked to the resident to the east, he said regardless of whether the rumble strips were in or out, they were still running that stop sign on a constant basis. Laabs felt there was a signage problem or something wrong there that needed to be changed and addressed. The resident didn't want the rumble strips back because of the noise. Laabs had a couple other intersections of concern, there was a young girl killed at D and ManCal and nothing was ever done. ManCal and CTH W was another bad intersection, people were running stop signs and there were no stop ahead signs. Fontecchio informed those would be the town's responsibility.

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

Erickson gave several examples where people totally disregard stop signs and painted arrows in a 25 mph zone. You cannot convince people from running stop signs or with signs in general. It was a lose lose. He felt they should have rumble strips in the section of the right turn only lane to make people aware.

Tran questioned if there were any studies or data on the reduction of accidents with roundabouts? Sandberg responded, as of January 2, all their data had been added to a website Community Maps – Wisconsin County TSC Crash Mapping. He didn't have the exact data but knew roundabouts definitely dropped down numbers specifically for Brown County. One thing he and the DOT believed roundabouts were helping, were wrong way drivers on the highway. Fontecchio stated you see an uptick in minor fender-benders in roundabouts but serious injury/fatals were way down. The only trouble was they were expensive, it was a cost factor.

Further discussions ensued at this time, with several comments and concerns being reiterated. Fontecchio felt he had underreacted in the past and felt he needed to be tougher on safety as a Highway Commissioner and wanted the roads to be safer.

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

Item 18 was taken at this time

Communications – None.

UW-Extension

3. Budget Financial Status Report for June 2018 – Unaudited.

UW Extension Family Living Educator/Dept. Head Judy Knudsen informed they were pretty much on target for the year.

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

4. Budget Adjustment Request (18-83): 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

5. Director's Report.

Knudsen provided a brochure to the Brown County Fair and reported on the following:

- The Brown County Fair Association and the Brown County Dairy Promotion Committee was working with the Neville Public Museum to have an event on August 1st at the museum; handout provided with more information.
- Master Gardeners were busy landscaping at the museum as their give-back for UW-Extension being housed there.
- They were getting inundated with emails and calls about Japanese beetles; this was year 7 of 10 and the population will drop.
- Lots of summer programming for youth such as robotics camp and programming for the GB area public schools.
- Planting for a Purpose – if you have extra produce, please share with the food pantries.

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

Airport

6. Airport 2019 Capital Project 5-Year Outlook Summary.

Airport Director Marty Piette briefly ran through the 12 airport projects for 2019 listed on the outlook summary.

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

7. Budget Status Financial Report for June 2018 – Unaudited.

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

8. Departmental Opening Summary.

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

9. Director's Report.

Piette reported on the following:

- Rental car concessionaire agreements expire at the end of the calendar year. They were in the process of rebidding.

- Passenger traffic continued to see an upward swing for June, up 11.2% compared to June 2017.
- EAA AirVenture began today. They were seeing quite a bit of traffic this year, unlike last year or the year before. Over Saturday, Sunday and Monday they saw over 100 aircraft into the airport, coming through or staying. They will see all the aircraft that came in leaving and a new group of pilots coming in.
- The airport hosted 'Pulling Together for a Cure' event put on by Delta and the American Cancer Society. They had a decent turnout with a couple rain showers. They saw 400-500 people at the airport and raised almost \$50,000 for cancer research.
- The airport will be at Packer's training camp with the firetruck and handing out goodies.

- **12-Hour Shift Report.**

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

Port & Resource Recovery

10. Port & Resource Recovery 2019 Capital Project 5-Year Outlook Summary.

Port & Resource Recovery Business Development Manager Mark Walter briefly spoke to the projects for 2019.

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

11. 2nd Qtr Budget Status Report – Port.

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

12. 2nd Qtr Budget Status Report – Resource Recovery.

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

13. Strategic Public Communications Plan Project #2251 RFP - Request for Approval.

Walters briefly provided background and explained that they were requesting proposals for a Strategic Public Communications Plan for both its Port of Green Bay and its Resource Recovery operations.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve Project #2251 RFP. Vote taken. MOTION CARRIED UNANIMOUSLY

14. Director's Report.

Walters reported on the following:

- They were finishing up a modification on their Bay Port Plan of Operations with the Department of Natural Resources, looking at additional environmental sampling and final cover work as needed going forward. If at some point Bay Port got full they would have to close it like any other type of landfill.
- They had fully leased a piece of property the Port owned on Bilsby Avenue but there was still some site work that needed to be done.
- The county was still working on negotiation land lease between Brown County and BC Organics in the Town of Holland.
- They hired a company out of Ohio to do some work on profiling dredge material to find out if there was a way to reuse it and they believe the county's dredge material had potential as top soil, something they could sell. This would allow them to take dredge material out of Bay Port and extend the life of Bay Port. The problem was the WIDNR had no basis of comparison for what topsoil was compared to what dredge material was.
- The board approved an RFP for an end use plan for Renard Island; they received five responses back, went through an interview process and selected a consultant. They were in the process of negotiating a contract and should have

something started in August. There was a hold on all federal funds so the grant agreements were still in the holding pattern at the state and may not have a signed contract for that grant until the end of August.

- South Landfill Plan of Operation was underway and will be done Jan 2019; it was estimated to cost \$300,000 to finish, get it approved and move forward.
- They were doing some South Landfill Baseline Monitoring. Deslauriers expressed concerns and asked that communication go out to landowners. Walters informed it was very low trace levels and they were waiting for results of the second set of testing on it, essentially a contact type of contamination level not at a level you'd expect in the wells. Deslauriers would like to be kept in the loop and updated on the results. Dantine was concerned with sending out information prior to getting the results, scaring residents.
- TS Second Scale and Kiosk Options – They were looking to add a second transfer station scale and provide at-scale kiosk for credit card transactions and scale tickets.
- FRF Sludge Hauling RFQ – Hauling rates were being sought by Brown County for Fox River Fiber Sludge delivery to Outagamie County Landfill.

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

Planning and Land Services

15. Planning and Land Services 2019 Capital Project 5-Year Outlook Summary.

Planning Director Chuck Lamine stated the only project was the STEM Innovation Center.

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

Planning Commission, Property Listing, Zoning – No agenda items.

16. Land Information Office – Appointment of Norb Dantine to the Brown County Land Information Council. Bernie Erickson as substitute.

The state statutes required them to create a Land Information Council, this was the group that oversaw GIS mapping, programming services, air photos, and mapping that other departments were using for their various services. Their bylaws asked for an appointment from the PD&T Committee.

Motion made by Supervisor Kaster, seconded by Supervisor Tran to approve the appointment of Norb Dantine to the Brown County Land Information Council, Bernie Erickson as sub. Vote taken. MOTION CARRIED UNANIMOUSLY

Public Works

17. Public Works 2019 Capital Project 5-Year Outlook Summary.

Fontecchio informed this represented what was passed last month for the CIPs.

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

18. Recommendation and Approval of Courthouse Dome Restoration.

Risk Manager Greg Gerber informed they had met with Simpson Gumpertz & Heger (SGH), the consultants who recommended the finish on the courthouse dome. They were aware of the county's dissatisfaction with the eventual look of the dome and had made an offer to compensate for some repair work. They were not saying their recommendation was wrong but they understood that the county was not happy with the outcome. If the county wanted to clean it and let it patina, they will reimburse the cost of the linseed oil finish plus an additional \$10,000 towards cleaning costs equaling \$40,000. If the board decided to have it cleaned and refinished with a different product, they will give the county \$70,000 to have the issue resolved.

Several handouts were provided including a report from SGH (attached), Fontecchio stated bottom-line they needed to clean it as the linseed oil reacted badly and either let patina or try another product. Teresa Sedmak from Everbrite

Coatings offered to come speak to the board.

Tran was with Kaster, structurally as long as it was safe, she didn't see a reason to every few years put money into making it shiny. Dantine felt leaving it to run its natural course made sense, patina naturally sealed it.

Motion made by Supervisor Kaster, seconded by Supervisor Tran to clean the courthouse dome to patina naturally and accept the contribution from Simpson Gumpertz & Heger (SGH) for \$40,000. Vote taken. MOTION CARRIED UNANIMOUSLY

19. Recommendation and Approval Public Works Tree Trimming Policy.

Referring to the packet material, Fontecchio hoped he incorporated the comments from the last meeting and felt improvements were made. He highlighted and went over important things to note. He informed they had plans to put information on their website and they were trying to build it up and be more robust so they have some of their policies listed.

Brusky stated the Allouez Village Administrator at the June 4th meeting suggested removing the optional permission to enter private property unless they specifically outlined what exactly that meant and recommending being very cautious on that language. She contacted him today and he responded that it was much better than before but still questioned the wording for permission to enter private property although he understood the reasoning. Proper cuts were always the best way to trim. This was still a red flag for him but if counsel had reviewed and saw no issue, than fine. The noticing timeline was still the same as the previous one and again he understood some of this and would expect that residents would be given as much advance notice as possible. Weather always played into all of this. Brusky was wondering if Corporation Counsel had seen this and had recommendations. Fontecchio generated a letter word for word that was in the document except the part about being billed. He could bring it back at any time. Their plan was as operations went through and saw trees overhanging in the summertime, they were going to write a letter to the landowner informing trees were overhanging and they may cut them if they so choose, if not they will cut between October and April. He was hoping this was the second notice. Chapter 83 gave them the authority to go in without anyone's permission and he didn't want to do that. They run into quite a few people that don't respond so as they come through. After looking at it they felt it was a decent compromise to grant permission. Brusky felt they would be reasonable about the schedule for work but technically it didn't factor in that reasonableness. Fontecchio stated it was tough, they didn't want to take out that option and they wanted to communicate as much as possible and go from there.

Fontecchio stated maybe they see how this went for a year and revisit to see if there were any problems or if they needed to tweak it. He felt that was fair and would be glad to.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve the Public Works Tree Trimming Policy. Vote taken. MOTION CARRIED UNANIMOUSLY

20. Summary of Operations.

Fontecchio informed the Capital Projects were adjusted after the Fox River Papermaking projects. They had the correct projects with the correct dollar values. CTH T in New Franklin came in pretty much right at budget, CTHG 33 from Kolbs Corner to Shirley, he believed that may come in under budget a few hundred thousand, T they were just starting on, south of 29. So far the weather had been really great this year. One thing he will be looking at was if they had some leftover money, at the end of the year they had the \$154,000 slated for next year for Hoffman Rd. If he had that money and could accommodate some safety things from the safety plan, he may ask the board that they moved that up and get it done this fall. He believed he will have the resources and the available from a manpower point of view. He'll keep them informed. Kaster asked that they look at a part of GV in Ledgeview going south; it looks like it was busting up. Fontecchio informed they will take a look at it.

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

21. Director's Report.

Fontecchio informed one adjustment that came about was the Town of Green Bay had decided not to utilize the county for snowplowing. As part of the budget process, his budget will show a reduction of one staff member and they will sell the oldest plow in the fleet. Their staffing report shows one open position so they won't be filling that.

They had a senior engineer position open as of May 11, 2018 and to date they had zero applicants. He believed a lot of time engineers were seasonal; they were busy in the summer during construction. To get a senior engineer with a PE license and 5-years' experience, he felt the position would be open for a while.

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

22. Register of Deeds – Budget Status Financial Report for June 2018 - Unaudited.

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

Other

23. Acknowledging the bills.

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

24. Such other matters as authorized by law. None.

25. Adjourn.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to adjourn at 9:01 pm. Vote taken. MOTION CARRIED UNANIMOUSLY

Respectfully submitted,

Alicia A. Loehlein
Transcriptionist – Administrative Coordinator