

Waldo Boulevard Advisory Committee Meeting #1

Jackson Elementary School Library

Thursday, September 27, 2012

4:00 PM to 6:00 PM

Attendees:

- Ken Voigt, Ayres Associates
- Troy Robillard, Ayres Associates
- Erin Schoon, Ayres Associates
- Matt Haefs, WisDOT
- Todd Blaser, Manitowoc Fire
- Peter Allie, Office Park
- Greg Minikel, City D.P.W/Engineer
- Gary Kennedy, Manitowoc Co. Highway Commissioner
- Dan Hornung, City Plan Commission
- Linda Bender, St. Francis of Assisi Elementary School
- Justin Winga, Friend of Little Manitowoc River
- Valerie Mellon, Director of Public Works/City Engineer
- Steven Kleinfeldt, Jackson Elementary School
- Tony Dick, Manitowoc Police
- Jason Sladky, City of Manitowoc Alderman
- Dave Soeldner, City of Manitowoc Alderman

Discussion Topics:

- Introductions
- Troy Robillard provided a review of the agenda
- Troy Robillard discussed the existing conditions on Waldo Boulevard and asked for comments from stakeholders as he reviewed the roadway and intersections from CTH R to Maritime Drive
- Waldo Boulevard and CTH R Intersection Comments:
 - County would prefer to see a roundabout
 - Do not like the sweeping right-turn
 - Concerned with driveway connections along the sweeping right-turn lane
 - Property owners will be concerned with who will maintain land if the sweeping right-turn is removed.
 - Difficult for vehicles to stop and make a right-turn from Waldo Boulevard to 40th Street because of the sweeping right-turn merge point.
 - Roundabouts on Highway 310 seem to be operating fine, without much public complaint, no major crashes and they are easy for snow plowing.
- Flooding Concerns along Waldo Boulevard:
 - Flooding concerns on Waldo Boulevard between 11th Street and 5th Street.
 - Flooding from River Court to the Manitowoc River Bridge.
 - During heavy rain fall, roadway floods and manhole covers fly off.
- Menasha Street and Waldo Boulevard Intersection Comments:
 - Don't convert southbound through to right-turn only, many people go south on Menasha especially during school and church.

- Noticed that with one design you can't make a left-turn from Waldo Boulevard to Menasha, think that needs to remain open.
 - One suggestion, move the Menasha intersection to the east, take away home to create a 4-leg intersection and dead-end 12th Street because it does not lead to anything.
 - Will Menasha remain one-way or will it be converted to two-way?
 - One suggestion, construct a roundabout at Menasha Ave intersection.
 - The traffic movement from 12th Street to Menasha Ave is extremely difficult to cross, especially during peak periods
 - Pointed out that when church releases, there is a large back-up on Menasha and many of these vehicles attempt to make a southbound left-turn to Waldo Boulevard, so this turn movement should not be eliminated.
 - School may be closing in the near future which would reduce traffic north of Waldo Boulevard.
- Maritime Drive and Waldo Boulevard Intersection Comments:
 - County brought up the point that there had been a big discussion about a roundabout several years ago.
 - Make sure when constructing the intersection there is sidewalk continuity along both sides of the roadway.
 - Justin Winga is planning on sending copies of existing paths along the Manitowoc River for connectivity considerations.
- General Roadway Comments:
 - If the box culvert west of the overpass is being replaced there should be some safety enhancements.
 - Will resurfacing actually work from 5th Street to Maritime Drive? The joints are extremely bad and the entire roadway shakes. Should this section be reconstructed?
 - There were a lot of comments with regards to the Manitowoc River
 - Look into storm sewer options to try and get the river back to its original location to have it flow back to its original channel.
 - The city has been working on improvements to the Manitowoc River since about 2008.
 - Will the bridge remain or is there a possibility for new culverts?
 - Gary Kennedy mentioned that it should stay as a bridge with a bridge ID to keep future federal funding eligibility.
- Concerns with speeds along Waldo Boulevard and at school crossing locations.
 - Crossing guards are at 15th Street and 18th Street
 - Where will future crosswalks be located? Who will maintain them?
 - Crossing Waldo Boulevard at 15th Street and the Church is extremely difficult with a crossing guard or an adult.
- Concerned with Eastbound left-turn movement from Waldo Boulevard to 18th Street, there is currently no left-turn arrow and some think there should be one.
- Potential for a new school closing at 15th Street which should be known in year 2014. The school could be moved to the CTH R intersection across from Riverview.
- Discussion on handicapped needs at 400 block on Waldo Avenue for child in wheel chair. The child is around 16-17 years old.
- Ken discussed existing crash data along Waldo Boulevard
 - The Police Department does not keep a map of crashes in the city, but the high intersection locations presented were correct.

- Ken discussed existing traffic volume data and existing traffic operating conditions
- Ken discussed future traffic volume data and future traffic operating conditions for each of the 2 alternatives.
- Police and Fire are not too concerned with construction of roundabouts on Waldo Boulevard. Mentioned that there was talk from the Calumet roundabouts about twisting frames and faster body wear on the fire engines but no data and that there are other streets available to avoid roundabouts if needed. (Highway 310 roundabouts are not a problem)
- Troy discussed the two possible cross-section alternatives, most were in favor of the 4-lane alternative with bike lanes.
- Ken asked the police if citations are issued along Waldo Boulevard for speeding and the police said they mainly issue warning along Waldo Boulevard.
- Troy asked if on-street parking was wanted on Waldo Boulevard.
 - City does not like the idea because they would need to maintain and pay for it.
 - Waldo Boulevard is the evacuation route for the new power plant and if so, parking could become an obstruction.
- With the 2-lane alternative, how do you do garbage pick-up, temporary roadwork, snow removals without obstructing traffic flow?
- Ken discussed the 4-lane alternative pros/cons and talked about the traffic simulation model.
- Ken discussed the 2-lane alternative pros/cons and talked about the traffic simulation model.
- A suggestion of roundabouts at 8th Street, 11th Street and 18th Street was discussed, but this option would require right-of-way and the loss of homes.
- Discussion on how pedestrian crossings work in roundabouts near schools?
 - Ken discussed the Rectangular Rapid Flashing Beacon (RRFB) and the HAWK Signal
- Discussion on backing out of intersections with the 2-lane alternative and how it may cause traffic disruptions.
- Troy discussed the project schedule, the next meeting is a Public Information Meeting on November 1, 2012 at City Hall.
- Other comments:
 - Would like to see the 4-lane boulevard with trees in the terraces and medians.
 - Like the roundabout ideas at CTH R and Maritime Drive
 - Concerns with truck traffic if a roundabout is constructed at Maritime Drive.
 - Do not want to see on-street parking, it currently does not exist so there is no need to implement it now.
 - Would like to see bike lanes on Waldo Boulevard connect with the Manitowoc River trails.
 - There needs to be something done at Menasha Avenue to make it a safer intersection.
 - The city is concerned with losing trees due to construction activity.
 - The tree commission team should work with Ayres Associates to discuss possible landscaping options.
 - Storm water/drainage issues were discussed again.
- Ken discussed street lighting options:

- Enhancements to existing lighting.
- LED Lighting
- Underground cabling vs overhead cabling. Underground is extremely expensive.

Respectfully submitted;

Ken Voigt, P.E.

Troy Robillard, P.E.

Waldo Boulevard Advisory Committee Meeting ~~2~~ # 2

Jackson Elementary School Library

Wednesday, December 5, 2012

4:00 PM to 6:00 PM

Attendees:

- Ken Voigt – Ayres Associates
- Troy Robillard – Ayres Associates
- Erin Schoon – Ayres Associates
- Matt Haefs - WisDOT
- Dave Soeldner – City of Manitowoc
- Jason Sladky – City of Manitowoc
- Bill Manis – City of Manitowoc
- Dan Hornung – Homeowner, MPO, Plan Commission
- Gary Kennedy – Manitowoc County
- Christopher Allie
- Alex Allie
- Valeria Mellon – City of Manitowoc
- Greg Minikel – City of Manitowoc
- Steven Kleinfeldt – MPSD Jackson School

Discussion Topics:

- Introductions
- Troy Robillard reviewed the agenda
- Troy Robillard and Ken Voigt reviewed the public comments from the PIM
 - Mentioned that based on public comments, 22 were in favor of the 4 – lane alternative (No one in favor of the 2-lane alternative), 6 were in favor of traffic signals and 6 were in favor of roundabouts
 - Mentioned that daily trucking along USH 10/STH 42 is relatively low, 3% - 5%
- Ken Voigt discussed the Maritime Drive intersection
 - Crash history includes a total of 44 total crashes with 19 of involving right-angle collisions
 - With the roundabout alternative, right-turn, head-on and left-turn crashes are almost eliminated and that according to national studies there is a 44% reduction in overall crashes and a 63% reduction in injury related crashes
 - The costs between a roundabout and traffic signal are very comparable.
 - Operating conditions between traffic signals and a roundabout. Both operate at acceptable LOS, but the traffic signal does show some movements at LOS 'C' operation where the roundabout does not.
 - A roundabout is more likely to operate at acceptable LOS with any increases in traffic from new development in the area when compared to the traffic signal.
- The Fire Chief had concerns with snow removal and crashes within the roundabouts.
 - The Manitowoc County highway commissioner mentioned that roundabouts are easier to plow because you can keep circling, whereas with traffic signals, the plows have to back up which can be dangerous.

The only issue is when the roundabout becomes icy which requires the use of salt for deicing.

- Crashes within the roundabout are handled the same way as with a traffic signal. Vehicles can be routed around the crash or the crash can be moved.
- Troy Robillard asked for a group consensus on the use of a 2-lane versus 4-lane alternative, and the group agreed that we should move ahead with 4 – lanes on USH 10/STH 42 (Waldo Boulevard)
- Ken Voigt mentioned that there were a lot of concerns with speeding along Waldo Boulevard and said that roundabouts provide a traffic taming benefit
- Ken Voigt mentioned that many people were concerned with the trees in the median and along the terraces.
- A comment was stated that they would like to see bike lanes along Waldo Boulevard. Asked if it was possible to have a sidewalk only on one side and then a bike lane on the other side. Troy Robillard mentioned that was not an option at this time and sidewalk will remain on both the north and south sides of Waldo Boulevard due to pedestrian safety concerns.
- Troy Robillard asked for comments with regard to the Menasha Avenue Intersection:
 - The group discussed whether Menasha Avenue should be realigned to the east and re-align it with Menasha Avenue to the south. Then cul-de-sac 12th Street on the north side of Waldo Blvd and realign 12th Street to intersect with Menasha Avenue on the south side of Waldo Blvd. This option would require at least one residential relocation.
 - 8th District Alderman was opposed to buying the house on the corner and agrees with the current proposed design
 - It was discussed that the new design seems to encourage drivers to turn right onto 11th Street, and questioned whether accommodations will be made if more vehicles start turning right? Ayres will analyze if due to traffic rerouting an eastbound right-turn lane is needed.
 - Would a signal be a possibility at the Menasha Avenue intersection? A signal warrant would need to be met in order to consider them and with the low volume on Menasha it is not anticipated to satisfy the warrants.
 - Most drivers, currently, use Menasha Avenue as a short cut to 11th Street, do you think more people will take 11th Street?
 - 12th Street will be a two-way street and Menasha Avenue will remain a one-way street.
 - Why are you creating more intersections with the new design? We are eliminating conflicts that are currently there with the existing geometry.
 - The group concurred that the proposed Menasha Avenue design should be carried forward in design.
- Troy Robillard asked for comments on the CTH R Intersection:
 - Who is responsible for maintenance if the sweeping curve is removed and a long driveway is constructed? The property will be vacated the adjacent land and will therefore be the homeowner's responsibility.
 - The County questioned who owns the right-of-way in the southeast corner?
 - Matt Haefs mentioned that the homeowners will gain access to the Waldo Boulevard and/or CTH R in the process which they currently do not have.

- Could there potentially be mountable curb for the roundabouts so homeowners have more access to their driveway along Waldo Blvd? Access along Waldo Blvd is not proposed to be changed.
 - Manitowoc County is in favor of the roundabout at CTH R, and Gary Kennedy said that he could send WisDOT highway committee meeting minutes showing their support.
 - The west side of the roadway currently does not have sidewalk and there is most likely no chance of sidewalk ever being constructed, do you really need to construct a sidewalk? The northwest and southwest corners will be graded to accommodate sidewalk in the future and the splitter islands will also be constructed to accommodate pedestrians. Sidewalk will not be constructed along the west side of the roadway, north or south of the intersection.
 - The county was concerned with the island on the southwest corner of the roundabout. He said snow plows will have a harder time snow plowing and asked if there was any way that the island could be removed and marked with pavement markings? Troy Robillard said that they will look into consideration for removing the island for the eastbound right-turn.
 - The group concurred a roundabout at the CTH R intersection should be carried forward in design.
- Troy Robillard asked for comments with regards to the Maritime Drive Intersection:
 - Dan Hornung mentioned that he likes the roundabout alternative, but doesn't like the access to the lakefront parking lot because it is a safety concern. The biggest safety concern is the left-turn out, crossing traffic.
 - Ken Voigt mentioned that it will be safer than what it is now because vehicles will be slowing down to enter and exit the roundabout.
 - The group concurred a roundabout at the Maritime Drive intersection should be carried forward in design.
- The Fire Chief asked how many stages of construction would the project be constructed in? He is concerned with the fire station near CTH R and Fleetwood Dr. How do you plan to maintain traffic?
 - Coordination between the contractor and fire station will be written in the contract and the contractor will have to give notice of closures and traffic pattern changes. High early strength concrete can be used to maintain access to and from the fire station at all times.
 - The project is scheduled for the year 2017, but advance-able to 2016 if funds are available and could be spread out over two summers because of the length of the urban reconstruct.
- What is being done to the old box culvert by Fleetwood Drive?
 - The box culvert will be completely reconstructed.
- Is there a possibility to put the overhead electric wires and/or other aerial utility lines underground?
 - That action would be the city's cost and it is extremely expensive.
 - The city mentioned that underground is probably not feasible at this time.
- Next Steps
 - Greg Minikel will be checking to determine the next steps to get a concurrence from the City of Manitowoc on the recommendations made from this group to move forward with design.

Respectfully submitted;