



Board of Public Works

Regular Meeting

335 South Broadway
De Pere, WI 54115
<http://www.de-pere.org>

Agenda

Monday, June 11, 2018	7:30 PM	De Pere City Hall Council Chambers
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Pursuant to Wisconsin Statutes 19.84, Notice is hereby given to the public that a meeting of the **Board of Public Works** of the City of De Pere will be held on **June 11, 2018** at **7:30 PM** in the **De Pere City Hall Council Chambers**, 335 S. Broadway Street, De Pere, WI 54115.

This meeting can be viewed LIVE at www.depere.tv. This meeting is also rebroadcast on TW Cable Channel 4 and AT&T U-verse Channel 99 throughout the week and available on demand at www.depere.tv.

- I. Call to Order
 - 1. Roll Call
- II. Public Comment
- III. Items
 - 1. Approval of Board of Public Works May 7, 2018 Meeting Minutes.
 - 2. Consider Allowing Overnight Parking.*
 - 3. Consider City Engineer Parking and Traffic Recommendations.*
 - 4. City Engineer Parking and Traffic Discussion Items.
 - 5. Consider CMAR For Wastewater Collection System*
- IV. Future Agenda Items
- V. Adjournment

***Items with an asterisk require City Council approval.**

Any person wishing to attend this meeting who, because of disability, requires special accommodations should contact the Clerk-Treasurer's office at 339-4050 by Noon, Monday June 11, 2018 so that arrangements can be made.

Agenda Sent To:
Mayor
Alderspersons
Department Heads
TV, Newspapers & Radio Stations
Kress Family Library
De Pere Chamber of Commerce
Celebrate De Pere

Notice is hereby given that a majority of the members of the Common Council of the City of De Pere may attend this meeting to gather information about a subject (s) over which they have

decision-making responsibility.

City of De Pere, Wisconsin

**Request For Board of Public Works Action**

MEETING DATE: June 11, 2018

DEPARTMENT: Public Works

FROM: Pam Denis

SUBJECT: Approval of Board of Public Works May 7, 2018 Meeting Minutes.

ATTACHMENTS:

- BOPW May 7, 2018 Draft Meeting Minutes (PDF)



Board of Public Works

Regular Meeting

335 South Broadway
De Pere, WI 54115
<http://www.de-pere.org>

Draft Minutes

Monday, May 7, 2018

7:30 PM

De Pere City Hall Council Chambers

I. Call to Order

The meeting was called to order at 7:30 PM by Mayor Michael J. Walsh

Attendee Name	Title	Status	Arrived
James Boyd	Aldersperson	Present	
Dan Carpenter	Aldersperson	Present	
Jonathon Hansen	Aldersperson	Present	
Dean Raasch	Aldersperson	Present	
Michael J. Walsh	Mayor	Present	

Others present were Scott Thoresen, Director of Public Works, Eric Rakers, City Engineer, Don Melichar, Park Superintendent/Forester, Scott Crevier, Aldersperson, Pam Denis, Recording Secretary.

2. Public Hearing to Levy Special Assessments

A. Notice of Public Hearing

B. Recommendation from the Board of Public Works

C. Final Resolution Authorizing Levying Special Assessments for Storm Sewer Main and/ or Laterals

1. Consider Resolution #18-02, Final Resolution Authorizing Levying Special Assessments for Storm Sewer Main and or Laterals for St. Josephs Street.

Aldersperson Raasch moved to approve Resolution #18-02, Final Resolution authorizing storm main and/or lateral construction and levying special assessments against benefited property (St. Joseph's Street). Aldersperson Hansen seconded the motion. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Aldersperson
SECONDER:	Jonathon Hansen, Aldersperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

II. Public Comment

None

III. Items

1. Approval of the Board of Public Works April 9, 2018 Meeting Minutes.

Aldersperson Carpenter moved to approve the April 9, 2018 Board of Public Works meeting minutes, Aldersperson Raasch seconded the motion. Upon vote, the motion passed unanimously.

Attachment: BOPW May 7, 2018 Draft Meeting Minutes (7032 : Approval of BOPW May 7, 2018 Meeting Minutes)

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

2. Consider Approval of an Eagle Scout Project Proposal to Renovate the Planter Islands on Main Avenue East and West of Highway 41.*

Mayor Walsh moved to approve the Eagle Scout Project Proposal to renovate the planter islands on Main Avenue East and West of Highway 41, Alderperson Raasch seconded the motion. Mayor Walsh moved to open the meeting for public input, Alderperson Raasch seconded the motion. Upon vote, the motion passed and the meeting was opened at 7:35pm.

Scout Larz Piechocki reviewed the intent of the project, thinning some of the plants to make it look less overgrown. The area will be mulched to keep weeds down.. Don Melichar, City Forestry, will assist with plant selection.

On behalf of the City, Mayor Walsh thanked Larz for coming forward with this project and for the hard work and fundraising it will require.

Mayor Walsh moved to return to regular order, Alderperson Carpenter seconded the motion. Upon vote, the motion passed and the meeting returned to regular order at 7:38pm. Scott Thoresen, Director of Public Works, stated that this proposal will still have to go to Common Council for approval as it is a donation. **Upon vote, the motion to approve the Eagle Scout Project Proposal passed unanimously.**

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Michael J. Walsh, Mayor
SECONDER:	Dean Raasch, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

3. Election of Vice Chairperson for the Board of Public Works.

Alderperson Boyd nominated Alderperson Raasch as the Vice Chair, Alderperson Carpenter seconded the motion. Upon vote the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Alderperson
SECONDER:	Dan Carpenter, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

4. Discuss Enforcement of Solid Waste Ordinance.

Director of Public Works, Scott Thoresen, described the solid waste ordinances features, specifically regarding enclosures of carts. He explained that the new ordinance regarding cart storage states that the carts may not be seen from any of the property. The program will be complaint driven, just like the snow or weed violations. Residents will get a letter of non-compliance. Director Thoresen explained that the City does not have staff to go through the City making inspections. Alderperson Hansen explained that he had a discussion with a resident who was quite upset that she had spent money to enclose her containers and her neighbor was not abiding by the new ordinance. Discussion followed. Alderperson Boyd felt that the City should put a second notice in the water bills to remind residents to enclose their containers or put them in the garage. Discussion continued concluding that a notice in the water bill would be advisable.

5. Consider Enterprise Reservoir Inspection Proposal*

Mayor Walsh moved to approve the proposal from Dixon Engineering, Inc. to inspect the water storage facility on Enterprise Drive, in the amount of \$3,270.00, Alderperson Boyd seconded the motion. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Michael J. Walsh, Mayor
SECONDER:	James Boyd, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

6. Consider 9th Street Water Tower Inspection Proposal*

Alderperson Raasch moved to approve the proposal from Dixon Engineering, Inc. to inspect the 9th Street Water Tower in the amount of \$2,750.00; Alderperson Hansen seconded the motion. Discussion followed. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Alderperson
SECONDER:	Jonathon Hansen, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

7. Consider 2018 Sidewalk Repair Orders.*

Eric Rakers reviewed the City's sidewalk program. He explained that residents are given time to fix the sidewalk themselves, and if they do nothing the City will remove and replace the sidewalk and invoice the resident. The resident then has the choice to pay the invoice and avoid interest charges or let it roll onto their taxes with interest.

Mayor Walsh moved to approve the City's sidewalk repair order, Alderperson Hansen seconded the motion. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Michael J. Walsh, Mayor
SECONDER:	Jonathon Hansen, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

8. Consider Award of Project 18-05 Sidewalk, Curb & Concrete Pavement Repair.*

Eric Rakers, City Engineer, reviewed Project 18-05 Sidewalk Curb, and Concrete Pavement Repair. Discussion followed. **Alderperson Raasch moved to award the contract for Project 18-05 to Fischer Ulman Construction, Inc. in the amount of \$132,265.00. Alderperson Boyd seconded the motion. Upon vote, the motion passed unanimously.**

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Alderperson
SECONDER:	James Boyd, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

9. Consider Award of Project 18-07 Asphalt, Curb, and Sewer Repair.*

Eric Rakers, City Engineer, review Project 18-07 Asphalt, Curb, and Sewer Repair. Discussion followed. **Alderperson Carpenter moved to approve the award of contract for Project 18-07 Asphalt, Curb, and Sewer Repair to Northeast Asphalt,**

Inc. in the amount of \$849,945.15. Alderperson Raasch seconded the motion. Upon vote, the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

10. Consider Award of Project 18-08 Manhole Repair & Rehabilitation.*

Eric Rakers, City Engineer, reviewed Project 18-08 Manhole Repair and Rehabilitation. **Alderperson Raasch moved to approve the award of contract to National Power Rodding Corporation in the amount of \$30,730.00. Alderperson Carpenter seconded the motion. Upon vote, the motion passed unanimously.**

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Alderperson
SECONDER:	Dan Carpenter, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

11. Consider Quote for Project 18-19 Mudjacking.*

Eric Rakers, City Engineer, presented the quotes received for project 18-19 Mudjacking. **Mayor Walsh moved to approve the award of contract for project 18-19 Mudjacking to Badger Concrete Lifting, LLC in the amount of \$7,690.00. Alderperson Raasch seconded the motion. Upon vote, the motion passed unanimously.**

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Michael J. Walsh, Mayor
SECONDER:	Dean Raasch, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

12. Consider Quote for Project 18-19A Concrete Grinding.*

Eric Rakers, City Engineer, reviewed the proposal received for Project 18-19A Sidewalk Grinding. **Alderperson Boyd moved to approve the award of contract for Project 18-19 Sidewalk Grinding to Hard Rock Concrete Cutters, Inc. in the amount of \$23,600.00. Alderperson Raasch seconded the motion. Upon vote, the motion passed unanimously.**

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Alderperson
SECONDER:	Dean Raasch, Alderperson
AYES:	Boyd, Carpenter, Hansen, Raasch, Walsh

IV. Future Agenda Items

Alderperson Hansen stated that Green Bay was working on a bike sharing program in the city limits and wondered if that would work for De Pere. Eric Rakers, City Engineer, said that the company, Line Bike, had already reached out to the City, that the bike program was a regional endeavor. The City is aware of the program. Staff has been involved with some discussion and may have sites in the City for bike sharing. If this proceeds in this area, information will be brought to Council.

V. Adjournment

Mayor Walsh moved to adjourn the Board of Public Works meeting, Alderperson Boyd seconded the motion. Upon vote the motion passed unanimously and the meeting was adjourned at 8:15pm.

Respectfully submitted,
Pam Denis

City of De Pere, Wisconsin

**Request For Board of Public Works Action**

MEETING DATE: June 11, 2018

DEPARTMENT: Public Works

FROM: Eric Rakers

SUBJECT: Consider Allowing Overnight Parking.*

A request was made by Alderperson Hansen for staff to review and reconsider the City's prohibition of overnight parking on City streets during the summer months.

Parking and traffic discussed the pros and cons of overnight on street parking. A survey was conducted with local communities. Additionally, internal staff and the Brown County Planning Commission were contacted.

Information was presented to the Board of Public Works on August 7, 2013 by Police Chief Derek Beiderwieden. The memo has been included. From that memo, the city of De Pere has in effect a restriction on overnight parking between the hours of 2 a.m. and 5 a.m. on city streets and city parking lots for the following reasons:

1. Forces patrolling side streets and parking lots during nighttime.
2. Keeps tabs on vehicles that may be abandoned by ensuring the vehicles operate. Gives reason for police to further investigate suspicious vehicles or people inside vehicles at say 3 a.m. It also increases stolen vehicle recovery.
3. It is a form of intelligence gathering (plate numbers/vehicle descriptions) and assists police in solving criminal activity, specifically incidents of stalking, burglary, and theft – typical nighttime criminal activities.
4. Allows for street maintenance like snow plowing and sweeping at odd times of night when a traffic emergency is not declared like clearing downtown street and major roads of snow piles.
5. Controls certain activities (house parties in particular) by causing the movement of vehicles, thus the activity does not go beyond the 2 a.m. time limit. This may help promote neighborhood harmony.
6. Controls the “car lot” look some communities get with long term street parking.
7. And, frankly, some residents just don't want parking in front of their house in the middle of the night (known by complaints received by police).

Brown County Planning has been reviewing modifications to permit overnight parking around the county. Consideration is being given from Brown County for overnight parking for the following reasons:

1. One of the most significant benefits of allowing overnight on street parking is that it's an incentive for people to avoid driving after having too much to drink. This is beneficial in downtowns and other commercial areas where bars and restaurants are located, but it's also beneficial in residential areas where cookouts, graduation parties, Packers parties, holiday parties, and other get-togethers happen throughout the year.
2. Another benefit of overnight on street parking is that it increases the appeal of old and new homes on small residential lots that have narrow driveways. Since many households own two or more vehicles, people who live in homes with narrow driveways have to deal with the inconvenience of "flipping" vehicles for various users and uses if they have to park all of their vehicles in the driveway. But if on street parking is allowed overnight, the vehicle flipping situation can be avoided. Having an overnight on street parking option is also helpful when out-of-town guests visit and want to stay for more than one day.
3. Small residential lots where homes are situated relatively close to the street can also pose parking problems for residents and overnight guests because there often isn't much off street space to park vehicles. This situation can lead to vehicles being parked in yards next to driveways, which is very unattractive. Allowing overnight on street parking can address this situation as well.
4. I don't know if overnight speeding through neighborhoods and elsewhere in De Pere is a problem, but vehicles parked on streets can act as traffic calming devices that encourage people to drive at appropriate speeds at night as well as during the day.

Staff contacted communities in the area regarding overnight parking restrictions. A summary of the results is as follows:

City of Sheboygan			
Year-Round Overnight Parking			
City of Sheboygan ¹			
Summer Overnight Parking			
Village of Allouez	No Overnight Parking Nov 1-Mar 31		
Village of Ashwaubenon	No Overnight Parking Nov 1-Mar 31		
Village of Bellevue	No Overnight Parking Nov 1- Apr1 ²		
Village of Howard	No Overnight Parking Nov 1-Apr1 ²		
City of Kaukauna	No Overnight Parking Dec 1- Mar 31 ¹		
City of Neenah	No Overnight Parking Nov 1- Mar 31 ^{1,3}		
City of Sturgeon Bay	No Overnight Parking Dec 1-Mar31 ¹		
Village of Suamico	No Overnight Parking Nov 1-April 15 ²		
No Overnight Parking			
City of Appleton			
City of Green Bay			

Notes: 1. Alternate Side Parking Restriction
 2. No Heavy Vehicles, Boats, RVs, or Trailers
 3. Residential Areas Only

Parking and traffic staff does not have a recommendation on whether to change the current policy. If the Board of Public works and Council vote to allow on street parking, we would recommend it go back to staff and the Police Department to evaluate restrictions and alternatives to guarantee the ability for the City to properly maintain streets during snow events (depending on when parking is allowed overnight), street sweeping, rubbish collection, etc.

ATTACHMENTS:

- CI-BOPW-Overnight parking-2013-08-07 (DOCX)

CITY OF DE PERE
POLICE DEPARTMENT

MEMORANDUM

To: Board of Public Works

From: Derek A. Beiderwieden, Chief of Police

Date: August 7, 2013

Subject: Discussion of Overnight Parking Restrictions

I have been asked to address some of the reasons for the City of De Pere's current overnight parking restriction. The City of De Pere has in effect a restriction on overnight parking between the hours of 2 a.m. and 5 a.m. on city streets and city parking lots. This is for the following reasons:

1. Forces patrolling side streets and parking lots during nighttime.
2. Keeps tabs on vehicles that may be abandoned by ensuring the vehicles operate. Gives reason for police to further investigate suspicious vehicles or people inside vehicles at say 3 a.m. It also increases stolen vehicle recovery.
3. It is a form of intelligence gathering (plate numbers/vehicle descriptions) and assists police in solving criminal activity, specifically incidents of stalking, burglary and theft -- typical nighttime criminal activities.
4. Allows for street maintenance like snow plowing and sweeping at odd times of night when a traffic emergency is not declared like clearing downtown streets and major roads of snow piles.
5. Controls certain activities (house parties in particular) by causing the movement of vehicles, thus the activity does not go beyond the 2 a.m. time limit. This may help promote neighborhood harmony.
6. Controls the "car lot" look some communities get with long-term street parking.
7. And, frankly, some residents just don't want parking in front of their house in the middle of the night (known by complaints received by police).

The current ordinance regulating overnight parking was modified a few years ago by the common council to read as follows:

Overnight parking:

General rule: Except as provided herein, no person shall permit any trailer, camper or other property capable of being towed, or any motor vehicle licensed in their name or under their use or custody to be parked upon any street, alleyway, parking mall, public parking lot or other public off-street parking area, between the hours of 2:00 a.m. and 5:00 a.m., Monday through Friday.

Exceptions: This prohibition shall not apply to:

1. Long-term parking permitted under subsection (3) of this Code.
2. Parking in those areas designated as 24-hour parking.
3. Exceptions granted by the police department to residents under the following circumstances:
 - i. The request is made during regular police office business hours (Monday-Friday, 8:00 a.m. - 4:30 p.m.) or in an emergency, to the sergeant on duty if after 4:30 p.m.;
 - ii. The requester provides information to the police department regarding good cause for the requested exception. "Good cause" means uncommon circumstances experienced by the resident such that motor vehicle parking on private property is improbable or impractical. Examples of "good cause" include: driveway construction or maintenance, overnight houseguests, or owner/passenger medical condition.
 - iii. During each calendar year, no exception shall be granted for longer than three consecutive days and no more than 15 total days of exceptions shall be granted by the police department to any one address within the city unless the police department determines that the "good cause" shown to exist continues through no fault of the resident.
 - iv. No exception granted by the police department shall supersede any snow emergency declared.

In addition to the penalties provided for violations of this section, the street superintendent or designee may cause any vehicle to be removed from such street, alleyway, or parking area if such vehicle interferes with snow removal or other public purpose. The costs of towing such vehicle and all other associated charges shall be charged to the owner of such vehicle.

The current ordinance allows residents to call the police department for exceptions up to 15 times per year when entertaining guests or during driveway maintenance, etc. The police department keeps track of the exception call-ins and disregards enforcement during the exception period. Weekend (Saturday morning and Sunday morning) parking in the street is always allowed.

For the reasons listed and the ability for residents to have many exceptions, the police department does not recommend changing the current ordinance.

If you should have any questions, please contact me at 339-4075.

City of De Pere, Wisconsin

**Request For Board of Public Works Action**

MEETING DATE: June 11, 2018

DEPARTMENT: Public Works

FROM: Eric Rakers

SUBJECT: Consider City Engineer Parking and Traffic Recommendations.*

**City Engineer Parking and Traffic Recommendations
May 15th and 29th Meeting**

Parking and Parking Lot Items:

1. Remove No Parking restriction on Huron at George due to reconstruction in 2017
 - Parking was eliminated due to the narrow street at George Street. Parking lanes were added in 2017 so the parking restriction can be eliminated.

Recommendation:

- Staff recommends eliminating the parking restriction in the ordinance by eliminating the following:

Schedule G – No Parking

<i>Street</i>	<i>Side of Street</i>	<i>From Curbline</i>	<i>To Curbline</i>
<i>Huron Street</i>	<i>E</i>	<i>George</i>	<i>95' North</i>

2. Change the parking on Michigan Street adjacent to 600 George Street to 2 hour parking.
 - Parking on the street adjacent to other businesses on George Street is currently 2 hour parking. There are employees parking for the majority of the day adjacent to 600 George Street which impacts use by customers.

Recommendation:

- Staff recommendation is to update the ordinance as follows:

Schedule G – Two-Hour Parking 9:00 am – 6:00 pm, Monday - Saturday

<i>Street</i>	<i>Side of Street</i>	<i>From Curbline</i>	<i>To Curbline</i>
<i>Michigan Street</i>	<i>E</i>	<i>130' S/O George</i>	<i>George</i>

3. Move parking sign on North Sixth Street near Birch Street farther north.
 - Periodically vehicles are parked north of the existing sign. The ordinance is written to restrict parking on the east side of Sixth Street to Birch Street.

Recommendation:

- Move the sign farther north.

Pedestrian and Bicycle Items

4. Consider modifying the current crosswalk to a ladder style crosswalk at Webster Avenue and George Street.
 - Based on WisDOT traffic counts, Webster Street just north of George Street has an average daily traffic (ADT) volume of 11,200 vehicles. This meets the warrant for a ladder style crosswalk (collector/arterial with an ADT greater than 9,000) per the City of De Pere Crosswalk Policy. A copy of the policy is attached.

Recommendation:

- Staff recommends the modification of the crosswalk to a ladder style.

5. Update Municipal Code for Bike Lanes on Eighth Street
 - Bicycle lanes are listed in Section 150.22 of the Ordinance. Bike lanes were added on Eighth Street in 2017.

Recommendation:

- Update Section 150-22 of the Municipal Code to as follows:

Schedule F – Bicycle Lane

<i>Street</i>	<i>Side of Street</i>	<i>From</i>	<i>To</i>
<i>Eighth Street</i>	<i>W & E</i>	<i>100' N/O Main</i>	<i>Ash</i>

Signs – Other

6. Install yield signs on new streets.
 - A new street is being constructed on the west side off of Bridge Port lane.

Recommendation:

- Update Section 150-22 of the Municipal Code to as follows:

Schedule C Yield Right-of-Way Intersections

<i>Traffic On</i>	<i>Yields At</i>
<i>Whistler Court</i>	<i>Bridge Port Lane</i>

7. Install “No Outlet” sign on Reid Street, east of Third.
 - This request conforms to the City’s Warning Signs for Cul de Sacs and No Outlet Street Systems dated March 12, 2012 which includes the following requirements:
 - The street cannot have an exit.
 - The distance from the outlet intersection to the end of the farthest street must be at least 400 feet.
 - The end of the farthest street is not visible from the outlet intersection.

Recommendation:

- Staff recommends installing a No Outlet sign on Reid Street, east of Third Street.

ATTACHMENTS:

- Crosswalk Location Policy - 2017-06-29 (PDF)

Appendix

City of De Pere

Crosswalk Location Policy

City of De Pere Crosswalk Policy

June 29, 2017

Background

Wisconsin State Statute, 346.24(1) states that 'motorists are required to yield to pedestrians at an intersection with pedestrian facilities, whether the crosswalk is marked or not'.

The purpose of marked crosswalks at intersections or midblock locations is to indicate optimal or preferred locations for pedestrians to cross a street. Marked crosswalks are intended to provide pedestrians with a feeling of confidence that it is safe to cross a street at a marked location and to give drivers adequate warning to expect that pedestrians will be in the roadway. However, marked crosswalks can also prompt many pedestrians to feel a false sense of safety when using a marked crosswalk.

This policy covers where and how to mark crosswalks, related to the following topics:

- General Crosswalk Location Principles
- Traffic Engineering Studies
- Marking Crosswalks at Unsignalized Intersections
- Marking Crosswalks at Controlled Intersections
- Marking Crosswalks at Mid-Block Locations
- Removal of Crosswalk Markings
- Crosswalk Stripping Patterns

This policy replaces the existing City Department of Public Works policy on 'Crosswalks on Through Streets', dated March 12, 2012.

General Crosswalk Location Principles

It is recognized that pedestrians are sensitive to out-of-the-way travel and that reasonable accommodations should be made to make crossings both convenient and safe allowing pedestrians to cross streets at regular intervals.

The following general principles should be considered when identifying pedestrian crosswalk locations:

1. Arterial street crosswalk locations should be consistent with the City of De Pere *Bicycle and Pedestrian Plan*. Depending on the street network configuration and intersection spacing, pedestrians in dense urban areas should not be expected to walk more than 400 feet out their way to cross a street to reach their destination.
2. Marked crosswalks should be installed where there is:
 - a. A substantial conflict between vehicle and pedestrian movements,
 - b. Where significant pedestrian concentrations occur,
 - c. Where pedestrians would not otherwise recognize the proper place to cross, and
 - d. Where traffic movements are controlled
3. Crosswalks should not be installed at locations where sidewalks do not exist.

The widely used national guideline regarding crosswalk markings is documented in the *Manual on Uniform Traffic Control Devices (MUTCD)* Section 3B-17 and 3B-18 (6). It states that crosswalks should be marked at all intersections where there is a substantial conflict between vehicular and pedestrian movements.

The Federal Highway Administration (FHWA) advises that the overuse of crosswalk markings should be avoided to maximize their effectiveness. Crosswalks and sign treatments (such as the "State Law – Yield to Pedestrians" and rectangular rapid flash beacon signs – RRFB's) should be used discriminately within a city so that the effectiveness of these treatments is not deteriorated by overuse. Although these treatments may be effective at individual locations, overuse of these treatments city-wide may lead to a decrease in their value as drivers can become desensitized to them.

National pedestrian safety research studies documented in the FHWA Report HRT-04-100, '*Safety Effects of Marked versus Unmarked Crosswalks at Uncontrolled Locations*', September, 2005 concluded that there is no significant effect on pedestrian crashes between marked versus unmarked crosswalks under the following conditions:

- Two-lane streets
- Multilane streets without raised medians and ADT's below 12,000 vpd
- Multilane streets with raised medians and ADT's below 15,000 vpd

The research report also concludes that crosswalks should not be marked on 2-lane roadways with ADT's greater than 9,000 vpd, or 4-lane roadways with average daily traffic (ADT's) greater than 12,000 vpd, unless other special treatments such as median refuge islands, curb extensions, overhead lighting, pedestrian activated signals or warning lights are provided along with a Traffic Engineering Study that concludes pedestrian safety will be improved by the special treatments.

For multilane streets with ADT's above these volumes, it can be expected that there will be a significant increase in pedestrian crashes on streets with marked crosswalks, compared to streets with unmarked crosswalks (after controlling for traffic ADT and pedestrian ADT). Table 1 provides initial guidance on whether an uncontrolled location might be a candidate for a marked crosswalk and/or whether additional geometric and/or traffic control improvements are needed.

Marked crosswalks may be installed on 4-lane streets without a raised median with a 35 mph or less posted speed limit and ADT's exceeding 15,000 vpd with the installation of a pedestrian signal such as a 'High-Intensity Activated Crosswalk' (HAWK) beacon' or 'Rectangular Rapid Flashing Beacon' (RRFB's) as shown on Table 1. The installation of HAWK beacons should satisfy the *MUTCD* Warrant requirements. Figure 1 provides a Crosswalk Request and Enhancement Process Flow Chart based on the information in Table 1 and the crosswalk location principles described above.

Table 1: Guidelines for Installing Marked Crosswalks and Other Needed Pedestrian Safety Improvements at Uncontrolled Locations*

Roadway Type (Number of Travel Lanes and Median Type)	Vehicle ADT < 9,000			Vehicle ADT >9,000-12,000			Vehicle ADT >12,000-15,000			Vehicle ADT >15,000		
	Speed Limit (mph)**											
	<30	35	40	< 30	35	40	< 30	35	40	<30	35	40
Two lanes	C	C	P	C	C	P	C	C	N	C	P	N
Three lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multilane (4 of more lanes) with raised median***	C	C	P	C	P	N	P	P	N	N	N	N
Multilane (4 or more lanes) without raised median	C	P	N	P	P	N	N	N	N	N	N	N

These guidelines include intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered as a median. Crosswalks should not be installed at locations that could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossing safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised crosswalks, traffic signal, roadway narrowing, enhanced overhead lighting, traffic taming measures, curb extensions), as needed to improve the safety of the crossing. These are general recommendations, good engineering judgement should be used in individual cases for deciding where to install crosswalks.

** Where the speed limit exceeds 40 mph marked crosswalks alone should not be used at unsignalized locations.

The Legend for Table 1 is as follows:

C = Candidate sites for marked crosswalks. Marked crosswalks must be installed safely and selectively. Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, etc. may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per hour (or 15 elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk.

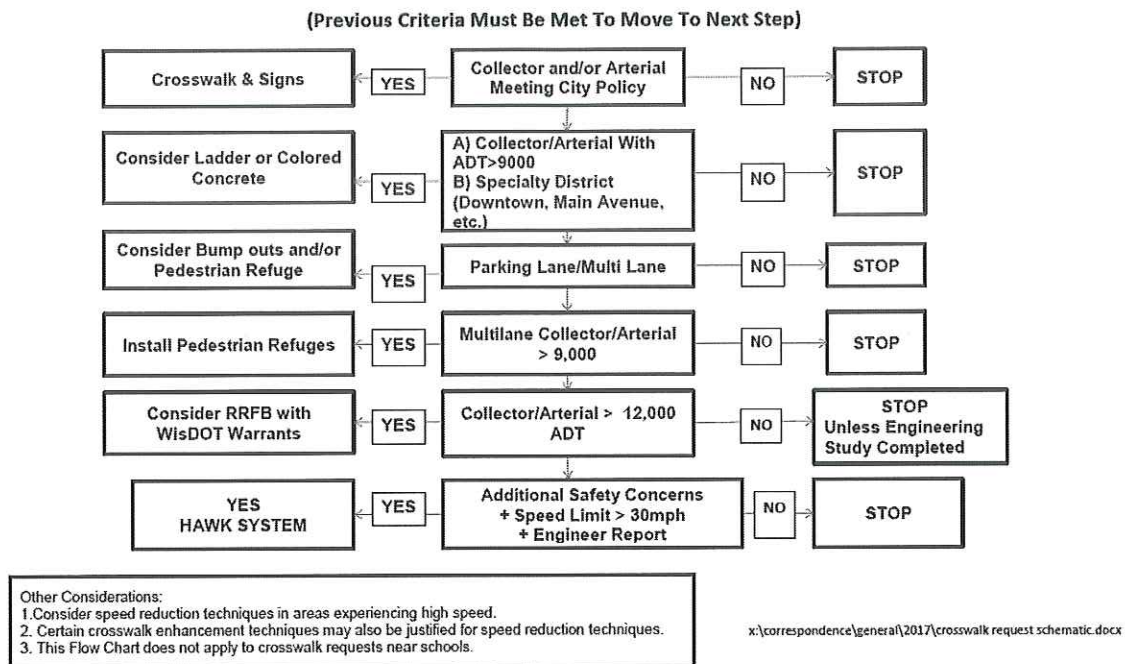
P = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements. These locations should be closely monitored and enhanced with other pedestrian crossing improvement measures, if necessary, before adding a marked crosswalk.

N = Marked crosswalks alone are not sufficient, since crash risk may be increased due to providing a marked crosswalk alone. Consider using other treatments, such as traffic taming treatments, traffic signals with pedestrians signals where warranted, or other substantial crossing improvements to improve crossing safety for pedestrians.

*** The raised median or crossing island must be at least 4 feet wide and 6 feet long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Source: *Guidance for Installation of Pedestrian Crosswalks on Minnesota State Highways*, October, 2005

Figure 1: Crosswalk Request and Enhancement Process Flow Chart



Traffic Engineering Studies

A traffic engineering study is required to determine if the guidelines in this Policy and *MUTCD* warrants are satisfied for the installation of a marked crosswalk at a particular location. The components of a Traffic Engineering Study will vary by location, but typically should include consideration of:

- Speed and volume on the street involved
- Pedestrian volume, age and level of mobility
- Location of pedestrian origins and destinations and crossing patterns
- Existing sidewalk network and sidewalk ramps
- Adequacy of sight distances and absence of sight obstructions
- Street characteristics including grade, curvature, pavement markings, pavement widths, number of vehicle and bicycle lanes
- Location of adjacent driveways
- On-street parking
- Street lighting
- Location of drainage structures
- Distance to nearest marked crossing
- Traffic signal progression
- Potential for rear-end crashes

Crosswalk Markings at Unsignalized Intersections

Pedestrian crosswalks should not be installed at street intersections that are not controlled by a traffic signal, a STOP sign or a YIELD sign unless all of the following criteria are met:

- The speed limit is 40 mph or less; and
- There are 20 or more pedestrians using the crossing per hour during the peak morning and evening traffic time periods (lower volumes may be considered if a large percentage of the pedestrians consist of young, elderly or disabled pedestrians; or 15 or more pedestrians per hour during multiple hours throughout the day; and
- The two-way traffic ADT for the street exceeds 4,000 vpd; and
- A sidewalk or adequate shoulder is provided for use by pedestrians on both sides of the street approach; and
- There is not another crosswalk across the same roadway within 400 feet of the intersection; and
- Adequate stopping sight distance (equal to or exceeding that for the posted speed) is available in both directions as determined in accordance with guidance contained in the American Association of State Highway and Transportation Officials (AASHTO) '*Policy on the Design of Highways and Streets*'.

Additional design treatments such as crosswalk signing, pedestrian median refuge islands, advance stop bars, HAWK beacons or RRFB's should be considered for crosswalks on streets with four or more moving traffic lanes. The installation of HAWK or RRFB's should satisfy the following criteria.

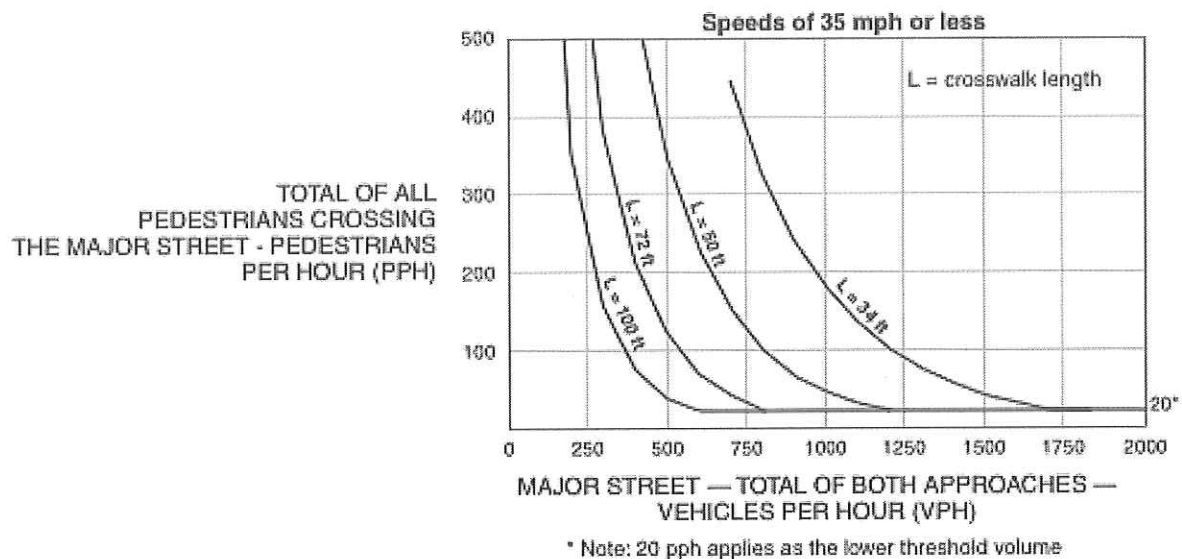
HAWK beacons can be evaluated for marked crosswalk locations with significant pedestrian demand that satisfy the *Manual on Uniform Traffic Control Devices (MUTCD)* traffic speed and volume warrants. In general, they should be used if:

- 1) There are an insufficient number of gaps in traffic to permit pedestrians to cross;
- 2) Vehicle speeds on the major street are too high to permit pedestrians to cross safely; or
- 3) Pedestrian delay is excessive.

Bus stop and school crossings are frequently good locations to consider HAWK beacons.

Figure 2 from the *MUTCD* identifies threshold criteria for the installation of HAWK beacons, shown with curves, for various crosswalk lengths based on the number of pedestrians and traffic volume for streets with traffic speeds of 35 mph or less. If pedestrian and traffic volumes exceed the threshold curve criteria, a HAWK beacon may be considered.

Figure 2: MUTCD Recommended Traffic Thresholds for HAWK Beacon Consideration



The WisDOT *Traffic Guidelines Manual*, Section 4-5-2 indicates that RRFB's may be considered based if the following conditions exist:

- Location is an uncontrolled pedestrian crossing.
 - Minimum volume* thresholds should be met:
 - 20 or more pedestrians during a single hour (any four consecutive 15-minute time periods) of an average day, or
 - 18 or more pedestrians during each of any two hours of an average day, or
 - 15 or more pedestrians during each of any three hours of an average day.
- *Young (<12), elderly (>85) and disabled pedestrians count 2X toward volume thresholds. Additionally, seasonal day volumes can be used in place of average day volumes if the crossing is a known tourist area.
- A minimum vehicle volume of 1,500 vehicles per day.
 - Maximum of four lanes crossed, unless there is a raised median, in which case it can be five lanes.
 - There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.
 - The approach speed is posted at 40 mph or less.
 - Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit.

Crosswalk Markings at Controlled Intersections

Unless a pedestrian crossing is prohibited, marked crosswalks should be provided at all intersection approaches controlled by traffic signals. Intersection approaches controlled by STOP signs can be recommended for marked crosswalks if any of the following conditions apply:

- Crosswalk is located in a school area; or
- Elderly or disabled pedestrian volumes of 20 or more per hour are expected during the peak hour of pedestrian demand; or
- Pedestrian volumes of 60 or more are expected during the peak hour of pedestrian demand and traffic volumes of 6,000 vpd are expected to cross over the crosswalk; or
- Safety or efficiency reasons dictate directing pedestrians to a particular leg of an intersection; or STOP sign approach on a major or minor arterial street.

Crosswalk Markings at Mid-Block Locations

Mid-block crosswalks should only be installed if marked and established by a Traffic Engineering Study and approved by City Council action. Midblock crossings should only be installed at locations where pedestrians would be expected to need to cross the street. Because mid-block pedestrian activity is not expected by drivers, additional safety measures including signage, parking restrictions and HAWK beacons or RRFB's should be installed. Other pedestrian safety measures can include curb bulbouts. Mid-block crosswalks should only be installed if the following conditions exist:

- Mid-block crosswalks should be considered only if there is sufficient demand according to the following criteria:
 - Pedestrian volumes exceed 40 or more during the peak hour of pedestrian demand; or
 - Significant pedestrian trip generators (such as schools, parks or commercial buildings) are on both sides of the street between controlled intersections.
- The location is more than 300 feet from a controlled intersection;
- Adequate stopping sight distance exists between approaching motorists and pedestrians starting to cross the proposed crosswalk;
- The crosswalk location has adequate street lighting; and
- Safety considerations attributed to roadway configuration, traffic volumes or speeds do not preclude establishing a crosswalk.

Removal of Crosswalk Markings

These guidelines should not be used to justify removal of existing crosswalk markings. In most circumstances, additional safety measures should be considered prior to removal of crosswalk markings.

In general, removal of existing crosswalks should be avoided. In exceptional cases, closing a crosswalk or keeping a crosswalk closed may be justified even if a crosswalk meets the criteria outlined elsewhere in this Policy.

City of De Pere, Wisconsin

**Request For Board of Public Works Action**

MEETING DATE: June 11, 2018

DEPARTMENT: Public Works

FROM: Eric Rakers

SUBJECT: City Engineer Parking and Traffic Discussion Items.

Below is a list of items discussed that are being provided to the Board of Public Works with no action at this time. In addition, there is a list of items to be brought to the Board in July.

Parking and Parking Lot Items:

1. Evaluate school parking in the Chicago and Michigan Street area.
 - The Police Department met with the principal and crossing guard at Foxview to discuss the traffic. The principal does not believe there are safety issue concerns at this time. Traffic congestion is heavier before and after school. During the review, westbound Merrill Street traffic backed up from the intersection at Broadway to Michigan Street. Based on discussions, this is not a common occurrence.

No action at this time.
2. Increase short term parking time length in Perrot Square.
 - Staff has received several requests to increase the length of time parking is allowed in short term stalls in parking lots from the current 2 hour limit. This request has come from not only Perrot Square, but also other parking lots.

No action by the Board at this time. Staff will be bringing this back to the July Board meeting. Letters have been sent to business owners notifying them of the proposed change and July meeting.
3. Modify the parking on Huron Street, from a Loading Zone to a Loading Zone, Except 1 Hour Parking Allowed, 8 am to 2:30 pm, When School is in Session.
 - This request is being made due to limited parking at the school and a change in the entrance location for security purposes.
 - Staff e-mailed Notre Dame to request that they postpone the request until after the change is made and the impact can be evaluated. Staff has the following concerns with the request:
 - If we do not adhere to the loading zone requirements, people start to park in the loading zone area to walk children into school. This greatly decreases the effectiveness of the loading zone. Additionally, if someone is in school and not paying attention to time, their vehicle may still be parked in the restricted area after 2:30. We believe you will have issues with people parking in the loading/unloading zone.

- There are no similar restrictions in the ordinance. Our goal is to try to minimize different types of parking restrictions and the associated signage in the City. The purpose is to make implementation and enforcement easier with standardization versus unique requirements around the City. It will be a challenge for City staff to enforce a 1 hour limit.

No action at this time.

Pedestrian and Bicycle Items

4. Consider crosswalk on Meadowview.
 - Staff performed a traffic count. There were approximately 1350 vehicles per day on Meadowview.
 - Staff performed a pedestrian count. The peak number crossing the road was 6.
 - Per the attached City of De Pere Crosswalk Policy, this location does not meet warrants for street type (not a collector or arterial) and number of pedestrians (20 per hour).

No Action.

5. Consider a mid-block crossing of Wisconsin at Charles Street
 - Staff conducted a pedestrian count during the lunch hour. On the day we performed the survey, there were no pedestrian crossings.
 - There are crosswalks 300 feet to the southwest and 360 feet to the north.

No additional action is required.

6. Consider a crosswalk on Diversity Drive at Trailside Lane
 - This is a local street. This does not meet the street type warrant (collector or arterial) per the City of De Pere Crosswalk Policy.

No additional action at this time. Staff will review the current Crosswalk Policy to evaluate if it should be amended for the proximity of street crossings near schools.

7. Consider modifying the current crosswalk to a ladder style crosswalk at Webster Avenue and Charles Street.
 - Based on WisDOT traffic counts, Webster Avenue, south of George Street has an average daily traffic (ADT) volume of 6,300 vehicles. This does not meet the warrant for a ladder style crosswalk (ADT greater than 9,000) per the City of De Pere Crosswalk Policy.
 - The City is installing a pedestrian refuge island at this intersection as part of Project 18-02, Charles Street Reconstruction and Utility Relay.

No additional action is required.

8. Consider modifying the current crosswalk to a ladder style crosswalk at Webster Avenue and Chicago Street.
 - Based on WisDOT traffic counts, Webster Avenue, north of Chicago Street has an ADT volume of 5,100 vehicles.
 - Based on WisDOT traffic counts, Chicago Street has an ADT of 6500 vehicles west of Webster Avenue and 6800 vehicles east of Webster Avenue.
 - This does not meet the warrant for a ladder style crosswalk (ADT greater than 9,000) per the City of De Pere Crosswalk Policy.

No additional action is required.

9. Consider modifying the current crosswalk to a ladder style crosswalk at Merrill Street and Erie Street.
 - Based on WisDOT traffic counts, Merrill Street has an ADT of 2400 and Erie Street an ADT of 4300 vehicles.

- This does not meet the warrant for a ladder style crosswalk (ADT greater than 9,000) per the City of De Pere Crosswalk Policy.

No additional action is required.

10. Consider modifying the current crosswalk to a ladder style crosswalk at Merrill Street and Michigan Street.

- Based on WisDOT traffic counts, Merrill Street has an ADT of 2400. Michigan Street is a local street.
- This does not meet the warrant for a ladder style crosswalk (ADT greater than 9,000) per the City of De Pere Crosswalk Policy.

No additional action is required.

11. Consider a crosswalk on Grant Street near West De Pere High School.

- Traffic counts were completed at the driveway to VFW Park. There were five crossings before school and nine after school.
- This does not meet warrants for a crosswalk (20 pedestrians during an hour) per the City of De Pere Crosswalk Policy.
- Staff has heard that there may be future expansion plans at West De Pere High School. If so, a traffic impact analysis will be requested at the driveway for the school and park to evaluate the impacts of additional traffic and the possibility of incorporating pedestrian facilities.

No additional action is required.

12. Consider pedestrian actuated signs on Third Street by the bridge.

- Staff completed pedestrian counts from 11:30 am to 1 pm. Twelve people utilized the crosswalk.
- This does not meet the warrant for pedestrian actuated signs (Rapid Rectangular Flashing Beacons) (20 pedestrians crossings during an hour) per the City of De Pere Crosswalk Policy.

No additional action is required.

Speed and Speed Limit Signs

13. Install a 25 mph speed limit sign on Allard Street

- The traffic counters were set out to gather speed information. 81.6% of the vehicles were travelling at 30 mph or less and 98.6% of the vehicles were travelling at 35 mph or less.
- All city streets have a 25 mph speed limit unless signed differently. Unless a City street is located adjacent to a higher speed limit street, and there is a speeding issue, signs are not installed.

No additional action required.

14. Consider a speed limit reduction on CTH PP, south of Rockland Road from 55 to 45 mph.

- Brown County completed a speed study for CTH PP in June of 2017. Based on the speed study, the Brown County Planning, Development & Transportation Committee approved to maintain the 55 mph speed limit on CTH PP.

No additional action required.

15. Request for the installation of speed bumps at Voyageur Park

- The traffic counters were set out to gather speed information. The counters were set near the entrance of Voyageur Park, in an area that is in the Williams Street right of way (see attached). 95% of the vehicles are traveling at 30 mph or less.
- The speed limit on all City streets is 25 mph. There is not a speed issue at this location.

No additional action required.

Signs – Other

16. Install Children at Play signs on Erie Street near O’Keefe Road
 - The City has not been installing these types of signs. There are children at play all around the City.

No additional action required.

Traffic Signals

17. There were several requests for modifications to the Eighth and Main Avenue intersection.
 - Eliminate left turns from eastbound Main to northbound Eighth Street.
 - This cannot be done because north Eighth Street is a state highway and truck route.
 - Eliminate the dedicated left turn lane for southbound Eighth to eastbound Main Avenue.
 - This was just added by WisDOT in 2017 and has improved the traffic flow for Eighth Street.
 - Consider a dedicated left turn lane and/or left turn arrow for eastbound Main Avenue to northbound Eighth Street.
 - Staff is going to include a budget item for an analysis for timing of the traffic signals on the entire Main Avenue/Reid Street corridor from Tenth Street to Third Street. This study will include an analysis of left turn lanes and/or left turn arrows on Main Avenue at Eighth Street. The last analysis was completed in 2009/2010 for the Main Avenue/Reid Street corridor. There have been several changes since that study, including the ongoing construction of the Main and Lawrence roundabout, modifications to the Main and Tenth signals and addition of left turn lanes on Eighth at Main Avenue.

No action at this time. Staff will include a budget item for the Main Avenue and Reid Street corridor traffic study for 2019.

Policy

18. Install striping on stop signs.
 - In the past, a volunteer group was installing reflective panels on stop signs at their own cost. They have stopped doing this. The cost for reflective panels is as follows:
 - Price for reflective panel for U channel post. Order minimum 25. \$ 36.00 each.
 - Price for reflective panel for wood 4x6 post. Order minimum 25. \$ 41.70 each.
 - Since the volunteer group stopped, the Federal Highway Administration has implement reflectivity standards for all signs. Signs in the City are checked for reflectivity. With the standards, staff does not believe that the reflective panels are necessary.
 - With the reflectivity requirements on stop signs, the cost of the striping (there are approximately 800 stop signs in the City), and lack of a known problem, staff does not support this request.

No additional action required.

Other

19. Complaint about intersection configuration at Suburban/Grant/Apollo. The complaint was in regards to left turns from Apollo onto Grant Street.

- This intersection has been a challenge in the past and continues to be particularly in the morning prior to school, and again in the late afternoon after school is released. Staff has heard that there may be future expansion plans at West De Pere High School. If so, a traffic impact analysis will be requested for this intersection to evaluate the impacts of additional traffic.

No action at this time.

20. Prohibit left turns from Broadway Street to Lewis Street.

- A downtown traffic study is going to be completed in the future with the anticipated downtown development. This change should be reviewed as part of the study.

No action at this time.

Other items discussed at the meeting which will be brought to the July Board of Public Works Meeting Include:

1. Restrict parking in alley off of Fort Howard.
2. Eliminate parking on the north side of Merrill between Michigan and Superior.
3. Restrict parking on Ninth Street at Post Office.
4. Discuss the parking stalls and Long Term Parking Permits in Nicolet Square.
 - Discuss long term parking on the south side of the 300 block of Reid Street.
5. Consider the addition of a curb ramp at Westwood and Ninth Street.
6. Review speeding concerns on Lawrence Drive near Southwest Park including:
 - Review speed limit.
 - Review the addition of more speed limit signs.
 - Consider electronic flashing speed signs
7. Discuss sign modifications to the City truck routes.
8. Review options for traffic issues at Webster and Chicago Street.
9. Discuss a crossing guard request for Charles and Michigan Street.
 - Consider stop sign relocation to stop traffic on Michigan Street and not Charles Street.
10. Review truck turning movements from eastbound Reid Street to northbound Fifth Street.

ATTACHMENTS:

- Crosswalk Location Policy - 2017-06-29 (PDF)
- Voyageur Park Speed Counts Map (PDF)

Appendix

City of De Pere

Crosswalk Location Policy

City of De Pere Crosswalk Policy

June 29, 2017

Background

Wisconsin State Statute, 346.24(1) states that 'motorists are required to yield to pedestrians at an intersection with pedestrian facilities, whether the crosswalk is marked or not'.

The purpose of marked crosswalks at intersections or midblock locations is to indicate optimal or preferred locations for pedestrians to cross a street. Marked crosswalks are intended to provide pedestrians with a feeling of confidence that it is safe to cross a street at a marked location and to give drivers adequate warning to expect that pedestrians will be in the roadway. However, marked crosswalks can also prompt many pedestrians to feel a false sense of safety when using a marked crosswalk.

This policy covers where and how to mark crosswalks, related to the following topics:

- General Crosswalk Location Principles
- Traffic Engineering Studies
- Marking Crosswalks at Unsignalized Intersections
- Marking Crosswalks at Controlled Intersections
- Marking Crosswalks at Mid-Block Locations
- Removal of Crosswalk Markings
- Crosswalk Stripping Patterns

This policy replaces the existing City Department of Public Works policy on 'Crosswalks on Through Streets', dated March 12, 2012.

General Crosswalk Location Principles

It is recognized that pedestrians are sensitive to out-of-the-way travel and that reasonable accommodations should be made to make crossings both convenient and safe allowing pedestrians to cross streets at regular intervals.

The following general principles should be considered when identifying pedestrian crosswalk locations:

1. Arterial street crosswalk locations should be consistent with the City of De Pere *Bicycle and Pedestrian Plan*. Depending on the street network configuration and intersection spacing, pedestrians in dense urban areas should not be expected to walk more than 400 feet out their way to cross a street to reach their destination.
2. Marked crosswalks should be installed where there is:
 - a. A substantial conflict between vehicle and pedestrian movements,
 - b. Where significant pedestrian concentrations occur,
 - c. Where pedestrians would not otherwise recognize the proper place to cross, and
 - d. Where traffic movements are controlled
3. Crosswalks should not be installed at locations where sidewalks do not exist.

The widely used national guideline regarding crosswalk markings is documented in the *Manual on Uniform Traffic Control Devices (MUTCD)* Section 3B-17 and 3B-18 (6). It states that crosswalks should be marked at all intersections where there is a substantial conflict between vehicular and pedestrian movements.

The Federal Highway Administration (FHWA) advises that the overuse of crosswalk markings should be avoided to maximize their effectiveness. Crosswalks and sign treatments (such as the "State Law – Yield to Pedestrians" and rectangular rapid flash beacon signs – RRFB's) should be used discriminately within a city so that the effectiveness of these treatments is not deteriorated by overuse. Although these treatments may be effective at individual locations, overuse of these treatments city-wide may lead to a decrease in their value as drivers can become desensitized to them.

National pedestrian safety research studies documented in the FHWA Report HRT-04-100, '*Safety Effects of Marked versus Unmarked Crosswalks at Uncontrolled Locations*', September, 2005 concluded that there is no significant effect on pedestrian crashes between marked versus unmarked crosswalks under the following conditions:

- Two-lane streets
- Multilane streets without raised medians and ADT's below 12,000 vpd
- Multilane streets with raised medians and ADT's below 15,000 vpd

The research report also concludes that crosswalks should not be marked on 2-lane roadways with ADT's greater than 9,000 vpd, or 4-lane roadways with average daily traffic (ADT's) greater than 12,000 vpd, unless other special treatments such as median refuge islands, curb extensions, overhead lighting, pedestrian activated signals or warning lights are provided along with a Traffic Engineering Study that concludes pedestrian safety will be improved by the special treatments.

For multilane streets with ADT's above these volumes, it can be expected that there will be a significant increase in pedestrian crashes on streets with marked crosswalks, compared to streets with unmarked crosswalks (after controlling for traffic ADT and pedestrian ADT). Table 1 provides initial guidance on whether an uncontrolled location might be a candidate for a marked crosswalk and/or whether additional geometric and/or traffic control improvements are needed.

Marked crosswalks may be installed on 4-lane streets without a raised median with a 35 mph or less posted speed limit and ADT's exceeding 15,000 vpd with the installation of a pedestrian signal such as a 'High-Intensity Activated Crosswalk' (HAWK) beacon' or 'Rectangular Rapid Flashing Beacon' (RRFB's) as shown on Table 1. The installation of HAWK beacons should satisfy the *MUTCD* Warrant requirements. Figure 1 provides a Crosswalk Request and Enhancement Process Flow Chart based on the information in Table 1 and the crosswalk location principles described above.

Table 1: Guidelines for Installing Marked Crosswalks and Other Needed Pedestrian Safety Improvements at Uncontrolled Locations*

Roadway Type (Number of Travel Lanes and Median Type)	Vehicle ADT < 9,000			Vehicle ADT >9,000-12,000			Vehicle ADT >12,000-15,000			Vehicle ADT >15,000		
	Speed Limit (mph)**											
	<30	35	40	< 30	35	40	< 30	35	40	<30	35	40
Two lanes	C	C	P	C	C	P	C	C	N	C	P	N
Three lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multilane (4 of more lanes) with raised median***	C	C	P	C	P	N	P	P	N	N	N	N
Multilane (4 or more lanes) without raised median	C	P	N	P	P	N	N	N	N	N	N	N

These guidelines include intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered as a median. Crosswalks should not be installed at locations that could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossing safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised crosswalks, traffic signal, roadway narrowing, enhanced overhead lighting, traffic taming measures, curb extensions), as needed to improve the safety of the crossing. These are general recommendations, good engineering judgement should be used in individual cases for deciding where to install crosswalks.

** Where the speed limit exceeds 40 mph marked crosswalks alone should not be used at unsignalized locations.

The Legend for Table 1 is as follows:

C = Candidate sites for marked crosswalks. Marked crosswalks must be installed safely and selectively. Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, etc. may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per hour (or 15 elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk.

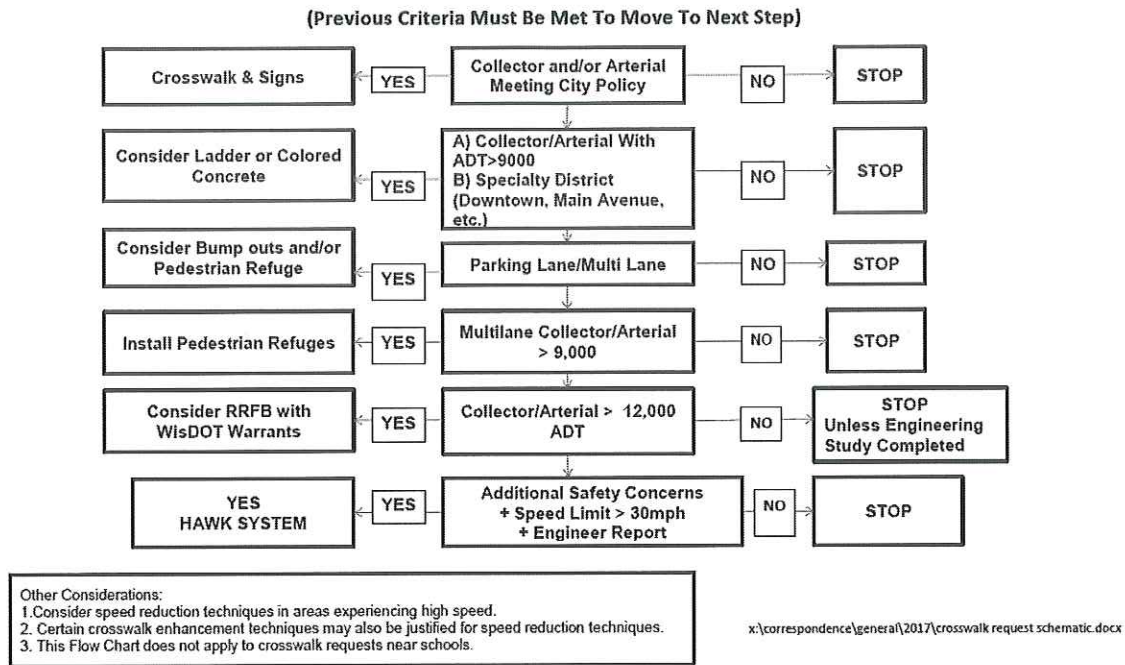
P = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements. These locations should be closely monitored and enhanced with other pedestrian crossing improvement measures, if necessary, before adding a marked crosswalk.

N = Marked crosswalks alone are not sufficient, since crash risk may be increased due to providing a marked crosswalk alone. Consider using other treatments, such as traffic taming treatments, traffic signals with pedestrians signals where warranted, or other substantial crossing improvements to improve crossing safety for pedestrians.

*** The raised median or crossing island must be at least 4 feet wide and 6 feet long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Source: *Guidance for Installation of Pedestrian Crosswalks on Minnesota State Highways*, October, 2005

Figure 1: Crosswalk Request and Enhancement Process Flow Chart



Traffic Engineering Studies

A traffic engineering study is required to determine if the guidelines in this Policy and *MUTCD* warrants are satisfied for the installation of a marked crosswalk at a particular location. The components of a Traffic Engineering Study will vary by location, but typically should include consideration of:

- Speed and volume on the street involved
- Pedestrian volume, age and level of mobility
- Location of pedestrian origins and destinations and crossing patterns
- Existing sidewalk network and sidewalk ramps
- Adequacy of sight distances and absence of sight obstructions
- Street characteristics including grade, curvature, pavement markings, pavement widths, number of vehicle and bicycle lanes
- Location of adjacent driveways
- On-street parking
- Street lighting
- Location of drainage structures
- Distance to nearest marked crossing
- Traffic signal progression
- Potential for rear-end crashes

Crosswalk Markings at Unsignalized Intersections

Pedestrian crosswalks should not be installed at street intersections that are not controlled by a traffic signal, a STOP sign or a YIELD sign unless all of the following criteria are met:

- The speed limit is 40 mph or less; and
- There are 20 or more pedestrians using the crossing per hour during the peak morning and evening traffic time periods (lower volumes may be considered if a large percentage of the pedestrians consist of young, elderly or disabled pedestrians; or 15 or more pedestrians per hour during multiple hours throughout the day; and
- The two-way traffic ADT for the street exceeds 4,000 vpd; and
- A sidewalk or adequate shoulder is provided for use by pedestrians on both sides of the street approach; and
- There is not another crosswalk across the same roadway within 400 feet of the intersection; and
- Adequate stopping sight distance (equal to or exceeding that for the posted speed) is available in both directions as determined in accordance with guidance contained in the American Association of State Highway and Transportation Officials (AASHTO) '*Policy on the Design of Highways and Streets*'.

Additional design treatments such as crosswalk signing, pedestrian median refuge islands, advance stop bars, HAWK beacons or RRFB's should be considered for crosswalks on streets with four or more moving traffic lanes. The installation of HAWK or RRFB's should satisfy the following criteria.

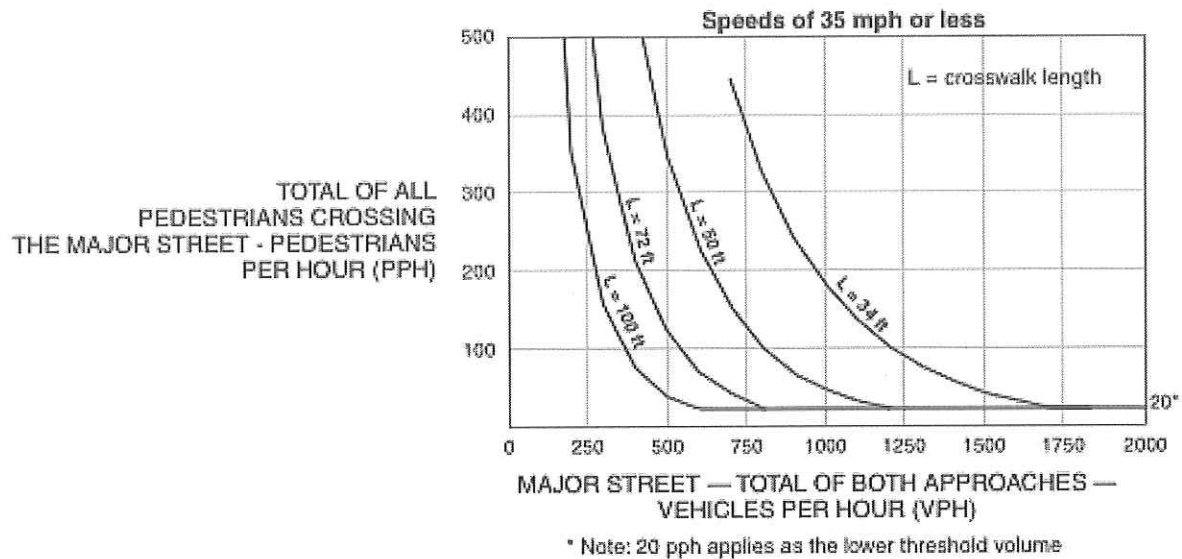
HAWK beacons can be evaluated for marked crosswalk locations with significant pedestrian demand that satisfy the *Manual on Uniform Traffic Control Devices (MUTCD)* traffic speed and volume warrants. In general, they should be used if:

- 1) There are an insufficient number of gaps in traffic to permit pedestrians to cross;
- 2) Vehicle speeds on the major street are too high to permit pedestrians to cross safely; or
- 3) Pedestrian delay is excessive.

Bus stop and school crossings are frequently good locations to consider HAWK beacons.

Figure 2 from the *MUTCD* identifies threshold criteria for the installation of HAWK beacons, shown with curves, for various crosswalk lengths based on the number of pedestrians and traffic volume for streets with traffic speeds of 35 mph or less. If pedestrian and traffic volumes exceed the threshold curve criteria, a HAWK beacon may be considered.

Figure 2: MUTCD Recommended Traffic Thresholds for HAWK Beacon Consideration



The WisDOT *Traffic Guidelines Manual*, Section 4-5-2 indicates that RRFB's may be considered based if the following conditions exist:

- Location is an uncontrolled pedestrian crossing.
 - Minimum volume* thresholds should be met:
 - 20 or more pedestrians during a single hour (any four consecutive 15-minute time periods) of an average day, or
 - 18 or more pedestrians during each of any two hours of an average day, or
 - 15 or more pedestrians during each of any three hours of an average day.
- *Young (<12), elderly (>85) and disabled pedestrians count 2X toward volume thresholds. Additionally, seasonal day volumes can be used in place of average day volumes if the crossing is a known tourist area.
- A minimum vehicle volume of 1,500 vehicles per day.
 - Maximum of four lanes crossed, unless there is a raised median, in which case it can be five lanes.
 - There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.
 - The approach speed is posted at 40 mph or less.
 - Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit.

Crosswalk Markings at Controlled Intersections

Unless a pedestrian crossing is prohibited, marked crosswalks should be provided at all intersection approaches controlled by traffic signals. Intersection approaches controlled by STOP signs can be recommended for marked crosswalks if any of the following conditions apply:

- Crosswalk is located in a school area; or
- Elderly or disabled pedestrian volumes of 20 or more per hour are expected during the peak hour of pedestrian demand; or
- Pedestrian volumes of 60 or more are expected during the peak hour of pedestrian demand and traffic volumes of 6,000 vpd are expected to cross over the crosswalk; or
- Safety or efficiency reasons dictate directing pedestrians to a particular leg of an intersection; or STOP sign approach on a major or minor arterial street.

Crosswalk Markings at Mid-Block Locations

Mid-block crosswalks should only be installed if marked and established by a Traffic Engineering Study and approved by City Council action. Midblock crossings should only be installed at locations where pedestrians would be expected to need to cross the street. Because mid-block pedestrian activity is not expected by drivers, additional safety measures including signage, parking restrictions and HAWK beacons or RRFB's should be installed. Other pedestrian safety measures can include curb bulbouts. Mid-block crosswalks should only be installed if the following conditions exist:

- Mid-block crosswalks should be considered only if there is sufficient demand according to the following criteria:
 - Pedestrian volumes exceed 40 or more during the peak hour of pedestrian demand; or
 - Significant pedestrian trip generators (such as schools, parks or commercial buildings) are on both sides of the street between controlled intersections.
- The location is more than 300 feet from a controlled intersection;
- Adequate stopping sight distance exists between approaching motorists and pedestrians starting to cross the proposed crosswalk;
- The crosswalk location has adequate street lighting; and
- Safety considerations attributed to roadway configuration, traffic volumes or speeds do not preclude establishing a crosswalk.

Removal of Crosswalk Markings

These guidelines should not be used to justify removal of existing crosswalk markings. In most circumstances, additional safety measures should be considered prior to removal of crosswalk markings.

In general, removal of existing crosswalks should be avoided. In exceptional cases, closing a crosswalk or keeping a crosswalk closed may be justified even if a crosswalk meets the criteria outlined elsewhere in this Policy.

VOYAGEUR PARK SPEED COUNTS

LOCATION OF
SPEED COUNTS



1 inch = 50 feet



Voyageur Par

Project:

Engineering Division
925 S. 6Th St.
De Pere, WI 54115
Office: 920-339-4061
Fax: 920-339-4071

6- 2018
By: SRL

Packet Pg. 38

City of De Pere, Wisconsin

**Request For Board of Public Works Action**

MEETING DATE: June 11, 2018

DEPARTMENT: Public Works

FROM: Pam Denis

SUBJECT: Consider CMAR For Wastewater Collection System*

The Engineering Department has completed the Compliance Maintenance Annual Report (CMAR) for the wastewater collection system. The CMAR is required by the Wisconsin Department of Natural Resources. The report scores the City wastewater collection system based on Financial Management and the Collection System.

Included with this memo are the results of the CMAR. The City received a grade A on the Financial Management and A on the Collection System.

Staff recommends the BOPW approve the Report for submittal to the WDNR.

ATTACHMENTS:

- 2017 Compliance Maintenance Report (PDF)

Compliance Maintenance Annual Report

3.5.a

De Pere, City

Last Updated: Reporting For:
5/31/2018 2017

Financial Management

1. Provider of Financial Information

Name:

Joe Zegers

Telephone:

(920) 339-4041

(XXX) XXX-XXXX

E-Mail Address
(optional):

jzegers@mail.de-pere.org

2. Treatment Works Operating Revenues

2.1 Are User Charges or other revenues sufficient to cover O&M expenses for your wastewater treatment plant AND/OR collection system ?

● Yes (0 points)

○ No (40 points)

If No, please explain:

2.2 When was the User Charge System or other revenue source(s) last reviewed and/or revised?
Year:

2017

● 0-2 years ago (0 points)

○ 3 or more years ago (20 points)

○ N/A (private facility)

2.3 Did you have a special account (e.g., CWFP required segregated Replacement Fund, etc.) or financial resources available for repairing or replacing equipment for your wastewater treatment plant and/or collection system?

● Yes (0 points)

○ No (40 points)

0

REPLACEMENT FUNDS [PUBLIC MUNICIPAL FACILITIES SHALL COMPLETE QUESTION 3]

3. Equipment Replacement Funds

3.1 When was the Equipment Replacement Fund last reviewed and/or revised?

Year:

2017

● 1-2 years ago (0 points)

○ 3 or more years ago (20 points)

○ N/A

If N/A, please explain:

3.2 Equipment Replacement Fund Activity

3.2.1 Ending Balance Reported on Last Year's CMAR

\$ 150,000.00

3.2.2 Adjustments - if necessary (e.g. earned interest, audit correction, withdrawal of excess funds, increase making up previous shortfall, etc.)

\$ 0.00

3.2.3 Adjusted January 1st Beginning Balance

\$ 150,000.00

3.2.4 Additions to Fund (e.g. portion of User Fee, earned interest, etc.)

+

\$ 0.00

Attachment: 2017 Compliance Maintenance Report (7033 : Conside CMAR For Wastewater Collection System*)

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3.2.5 Subtractions from Fund (e.g., equipment replacement, major repairs - use description box 3.2.6.1 below*)

- \$ 0.00

3.2.6 Ending Balance as of December 31st for CMAR Reporting Year

\$ 150,000.00

All Sources: This ending balance should include all Equipment Replacement Funds whether held in a bank account(s), certificate(s) of deposit, etc.

3.2.6.1 Indicate adjustments, equipment purchases, and/or major repairs from 3.2.5 above.

3.3 What amount should be in your Replacement Fund? \$ 150,000.00

0

Please note: If you had a CWWP loan, this amount was originally based on the Financial Assistance Agreement (FAA) and should be regularly updated as needed. Further calculation instructions and an example can be found by clicking the SectionInstructions link under Info header in the left-side menu.

3.3.1 Is the December 31 Ending Balance in your Replacement Fund above, (#3.2.6) equal to, or greater than the amount that should be in it (#3.3)?

☒ Yes

☐ No

If No, please explain.

4. Future Planning

4.1 During the next ten years, will you be involved in formal planning for upgrading, rehabilitating, or new construction of your treatment facility or collection system?

☒ Yes - If Yes, please provide major project information, if not already listed below.

☐ No

Project #	Project Description	Estimated Cost	Approximate Construction Year
1	Sewer Lining	266000	2018
2	Sewer and Manhole Repair	200000	2018
3	Sewer Relay	125000	2018
4	Sewer Relay for Street Reconstruction	50000	2018
5	Sewer Lining	266000	2019
6	Sewer and Manhole Repair	200000	2019
7	Manhole Rehabilitation	100000	2018
8	Manhole Rehabilitation	100000	2019
9	Sewer Lining	266000	2020
10	Sewer and Manhole Repair	200000	2020

5. Financial Management General Comments

ENERGY EFFICIENCY AND USE

6. Collection System

6.1 Energy Usage

6.1.1 Enter the monthly energy usage from the different energy sources:

COLLECTION SYSTEM PUMPAGE: Total Power Consumed

Number of Municipally Owned Pump/Lift Stations: 0

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	Electricity Consumed (kWh)	Natural Gas Consumed (therms)
January	0	
February	0	
March	0	
April	0	
May	0	
June	0	
July	0	
August	0	
September	0	
October	0	
November	0	
December	0	
Total	0	0
Average	0	0

6.1.2 Comments:

6.2 Energy Related Processes and Equipment

6.2.1 Indicate equipment and practices utilized at your pump/lift stations (Check all that apply):

- ☐ Comminution or Screening
- ☐ Extended Shaft Pumps
- ☐ Flow Metering and Recording
- ☐ Pneumatic Pumping
- ☐ SCADA System
- ☐ Self-Priming Pumps
- ☐ Submersible Pumps
- ☐ Variable Speed Drives
- ☐ Other:

6.2.2 Comments:

6.3 Has an Energy Study been performed for your pump/lift stations?

● No

○ Yes

Year:

By Whom:

Describe and Comment:

Attachment: 2017 Compliance Maintenance Report (7033 : Conside CMAR For Wastewater Collection System*)

6.4 Future Energy Related Equipment	
6.4.1 What energy efficient equipment or practices do you have planned for the future for your pump/lift stations?	
The City of De Pere does not have any lift stations at this time.	

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	A

Compliance Maintenance Annual Report

3.5.a

De Pere, City

Last Updated: Reporting For:
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Sanitary Sewer Collection Systems

1. Capacity, Management, Operation, and Maintenance (CMOM) Program

1.1 Do you have a CMOM program that is being implemented?

- ☒ Yes
- ☐ No

If No, explain:

1.2 Do you have a CMOM program that contains all the applicable components and items according to Wisc. Adm Code NR 210.23 (4)?

- ☒ Yes
- ☐ No (30 points)
- ☐ N/A

If No or N/A, explain:

1.3 Does your CMOM program contain the following components and items? (check the components and items that apply)

☒ Goals [NR 210.23 (4)(a)]

Describe the major goals you had for your collection system last year:

Continue to rehabilitate sewers in areas of street improvements. Continue to identify sewer in easements, alleys, and street resurfacing areas for lining.

Did you accomplish them?

- ☒ Yes
- ☐ No

If No, explain:

☒ Organization [NR 210.23 (4) (b)]

Does this chapter of your CMOM include:

- ☒ Organizational structure and positions (eg. organizational chart and position descriptions)
- ☒ Internal and external lines of communication responsibilities
- ☒ Person(s) responsible for reporting overflow events to the department and the public

☒ Legal Authority [NR 210.23 (4) (c)]

What is the legally binding document that regulates the use of your sewer system?

Sewer Use Ordinance

If you have a Sewer Use Ordinance or other similar document, when was it last reviewed and revised? (MM/DD/YYYY) 12/18/2007

Does your sewer use ordinance or other legally binding document address the following:

- ☒ Private property inflow and infiltration
- ☒ New sewer and building sewer design, construction, installation, testing and inspection
- ☒ Rehabilitated sewer and lift station installation, testing and inspection
- ☒ Sewage flows satellite system and large private users are monitored and controlled, as necessary
- ☒ Fat, oil and grease control
- ☒ Enforcement procedures for sewer use non-compliance

☒ Operation and Maintenance [NR 210.23 (4) (d)]

Does your operation and maintenance program and equipment include the following:

- ☒ Equipment and replacement part inventories
- ☒ Up-to-date sewer system map

Attachment: 2017 Compliance Maintenance Report (7033 : Conside CMAR For Wastewater Collection System*)

Compliance Maintenance Annual Report

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2017

- ☒ A management system (computer database and/or file system) for collection system information for O&M activities, investigation and rehabilitation
- ☒ A description of routine operation and maintenance activities (see question 2 below)
- ☒ Capacity assessment program
- ☒ Basement back assessment and correction
- ☒ Regular O&M training

☒ Design and Performance Provisions [NR 210.23 (4) (e)]

What standards and procedures are established for the design, construction, and inspection of the sewer collection system, including building sewers and interceptor sewers on private property?

- ☒ State Plumbing Code, DNR NR 110 Standards and/or local Municipal Code Requirements
- ☒ Construction, Inspection, and Testing
- ☐ Others:

☒ Overflow Emergency Response Plan [NR 210.23 (4) (f)]

Does your emergency response capability include:

- ☒ Responsible personnel communication procedures
- ☒ Response order, timing and clean-up
- ☒ Public notification protocols
- ☒ Training
- ☒ Emergency operation protocols and implementation procedures

☒ Annual Self-Auditing of your CMOM Program [NR 210.23 (5)]

☐ Special Studies Last Year (check only those that apply):

- ☐ Infiltration/Inflow (I/I) Analysis
- ☐ Sewer System Evaluation Survey (SSES)
- ☐ Sewer Evaluation and Capacity Management Plan (SECAP)
- ☐ Lift Station Evaluation Report
- ☐ Others:

0

2. Operation and Maintenance

2.1 Did your sanitary sewer collection system maintenance program include the following maintenance activities? Complete all that apply and indicate the amount maintained.

Cleaning	20	% of system/year
Root removal	20	% of system/year
Flow monitoring	0	% of system/year
Smoke testing	0	% of system/year
Sewer line televising	20	% of system/year
Manhole inspections	20	% of system/year
Lift station O&M	0	# per L.S./year
Manhole rehabilitation	2	% of manholes rehabbed
Mainline rehabilitation	2	% of sewer lines rehabbed
Private sewer inspections	0	% of system/year

Attachment: 2017 Compliance Maintenance Report (7033 : Conside CMAR For Wastewater Collection System*)

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Private sewer I/I
removal

% of private services

River or water
crossings

% of pipe crossings evaluated or maintained

Please include additional comments about your sanitary sewer collection system below:

3. Performance Indicators

3.1 Provide the following collection system and flow information for the past year.

31.86	Total actual amount of precipitation last year in inches
28.9	Annual average precipitation (for your location)
106.7	Miles of sanitary sewer
0	Number of lift stations
0	Number of lift station failures
0	Number of sewer pipe failures
0	Number of basement backup occurrences
22	Number of complaints
3.51	Average daily flow in MGD (if available)
4.49	Peak monthly flow in MGD (if available)
5.77	Peak hourly flow in MGD (if available)

3.2 Performance ratios for the past year:

0.00	Lift station failures (failures/year)
0.00	Sewer pipe failures (pipe failures/sewer mile/yr)
0.00	Sanitary sewer overflows (number/sewer mile/yr)
0.00	Basement backups (number/sewer mile)
0.21	Complaints (number/sewer mile)
1.3	Peaking factor ratio (Peak Monthly:Annual Daily Avg)
1.6	Peaking factor ratio (Peak Hourly:Annual Daily Avg)

4. Overflows

LIST OF SANITARY SEWER (SSO) AND TREATMENT FACILITY (TFO) OFERFLOWS REPORTED **

Date	Location	Cause	Estimated Volume (MG)
None reported			

** If there were any SSOs or TFOs that are not listed above, please contact the DNR and stop work on this section until corrected.

5. Infiltration / Inflow (I/I)

5.1 Was infiltration/inflow (I/I) significant in your community last year?

- ☒ Yes
- ☐ No

If Yes, please describe:

The City experiences high flows in some of the older areas.

5.2 Has infiltration/inflow and resultant high flows affected performance or created problems in your collection system, lift stations, or treatment plant at any time in the past year?

- ☐ Yes

Attachment: 2017 Compliance Maintenance Report (7033 : Conside CMAR For Wastewater Collection System*)

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● No

If Yes, please describe:

5.3 Explain any infiltration/inflow (I/I) changes this year from previous years:

No changes

5.4 What is being done to address infiltration/inflow in your collection system?

The City continues to rehabilitate the system through relay and lining of sewer main and relaying sewer laterals in the right of way.

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	A

Attachment: 2017 Compliance Maintenance Report (7033 : Conside CMAR For Wastewater Collection System*)

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Grading Summary

WPDES No: 0047341

SECTIONS	LETTER GRADE	GRADE POINTS	WEIGHTING FACTORS	SECTION POINTS
Financial	A	4	1	4
Collection	A	4	3	12
TOTALS			4	16
GRADE POINT AVERAGE (GPA) = 4.00				

Notes:

A = Voluntary Range (Response Optional)

B = Voluntary Range (Response Optional)

C = Recommendation Range (Response Required)

D = Action Range (Response Required)

F = Action Range (Response Required)

Attachment: 2017 Compliance Maintenance Report (7033 : Conside CMAR For Wastewater Collection System*)

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De Pere, City

Last Updated: Reporting For:
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Resolution or Owner's Statement

Name of Governing
Body or Owner:

City of De Pere

Date of Resolution or
Action Taken:

Resolution Number:

Date of Submittal:

ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO SPECIFIC CMAR
SECTIONS (Optional for grade A or B. Required for grade C, D, or F):

Financial Management: Grade = A

Collection Systems: Grade = A

(Regardless of grade, response required for Collection Systems if SSOs were reported)

ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO THE OVERALL
GRADE POINT AVERAGE AND ANY GENERAL COMMENTS

(Optional for G.P.A. greater than or equal to 3.00, required for G.P.A. less than 3.00)

G.P.A. = 4.00

Attachment: 2017 Compliance Maintenance Report (7033 : Conside CMAR For Wastewater Collection System*)