



Meeting: Village Board
Meeting Date: 1/27/14
Agenda Item: 5c

Mission Statement

To provide our residents with a safe, friendly, attractive and active community by aggressively pursuing innovative ways to deliver valuable services.

VILLAGE BOARD MEETING STAFF REPORT

REPORT TO: Burt R. McIntyre, President
Village Board of Trustees

REPORT FROM: Paul F. Evert, Village Administrator

AGENDA ITEM: Discussion and consideration of installation of sidewalk on the south side of Spring Green Road

ACTION REQUESTED: ___Ordinance ___Resolution X Motion ___Receive/File

POLICY ISSUE

Should the Village Board approve the installation of sidewalks on the south-side of Spring Green Road during the upcoming reconstruction?

BACKGROUND INFORMATION

In order to provide utilities to the new Spring Green Heights Subdivision, a portion of Spring Green Road will be urbanized. This means the affected residents will be special assessed for improvements and required to connect to Village water and sewer. However, Village residents are not assessed for installation or repair of sidewalks.

During the informational meeting regarding the special assessments proposed for Spring Green Road, staff shared its recommendation with the residents that the Village should install sidewalk on a portion of Spring Green Road west of the intersection with Glendale. This would make a connection to the existing Glendale Avenue sidewalk, which currently ends at Spring Green Road. Several of the residents have objected to the installation of sidewalk on the south side of Spring Green Road.

It has been pointed out that during the reconstruction of Shawano Avenue the Village only placed sidewalk on the north side. That was clearly a poor decision by the Village, considering over 300 new residents in the Canterbury Creek apartment complex now reside on the side of the street with no sidewalk. Ultimately, sidewalk will needed to be installed on that side and it will cost the Village over 20% more than had it been installed with the reconstruction. That kind of mistake should not be repeated.

In addition, it has been suggested that the location that staff is terminating the sidewalk on the south side of Spring Green does not make sense. The reason that the new sidewalk is being proposed to terminate as shown on the attached maps is that utilities are not being installed any farther west on Spring Green Road. If in the future residents further west on Spring Green Road petition for utilities, the sidewalk will then be extended when utilities are installed.

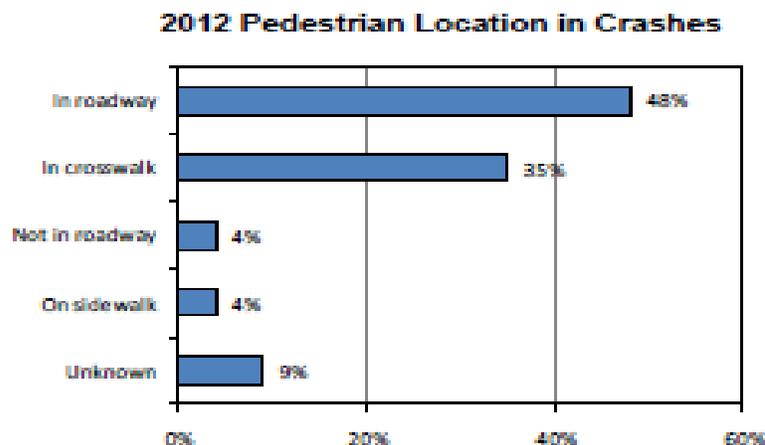
Support for constructing “complete streets” has grown over the last decade. As fuel prices have risen and obesity, especially among children, is at all-time highs, many in the planning community have championed the installation of sidewalks, trails, and bike paths whenever possible.

However, safety and costs are the main reasons that staff believes justifies the installation of sidewalks in all new subdivisions and when reconstructing streets.

According to the US Department of Transportation, National Highway Safety Administration, in 2011, 4,432 pedestrians were killed and an estimated 69,000 were injured in traffic crashes in the United States. On average, a pedestrian was killed every two hours and injured every eight minutes in traffic crashes. Older pedestrians (age 65+) accounted for 19 percent (844) of all pedestrian fatalities and an estimated 10 percent (7,000) of all pedestrians injured in 2011. In 2011, the fatality rate for older pedestrians (age 65+) was 2.04 per 100,000 population – higher than the rate for all the other ages. In 2011, over one-fifth (21%) of all children between the ages of 10 and 15 who were killed in traffic crashes were pedestrians. Children age 15 and younger accounted for 6 percent of the pedestrian fatalities in 2011 and 19 percent of all pedestrians injured in traffic crashes.

In Wisconsin in 2012, one pedestrian was injured or killed every 6.9 hours.

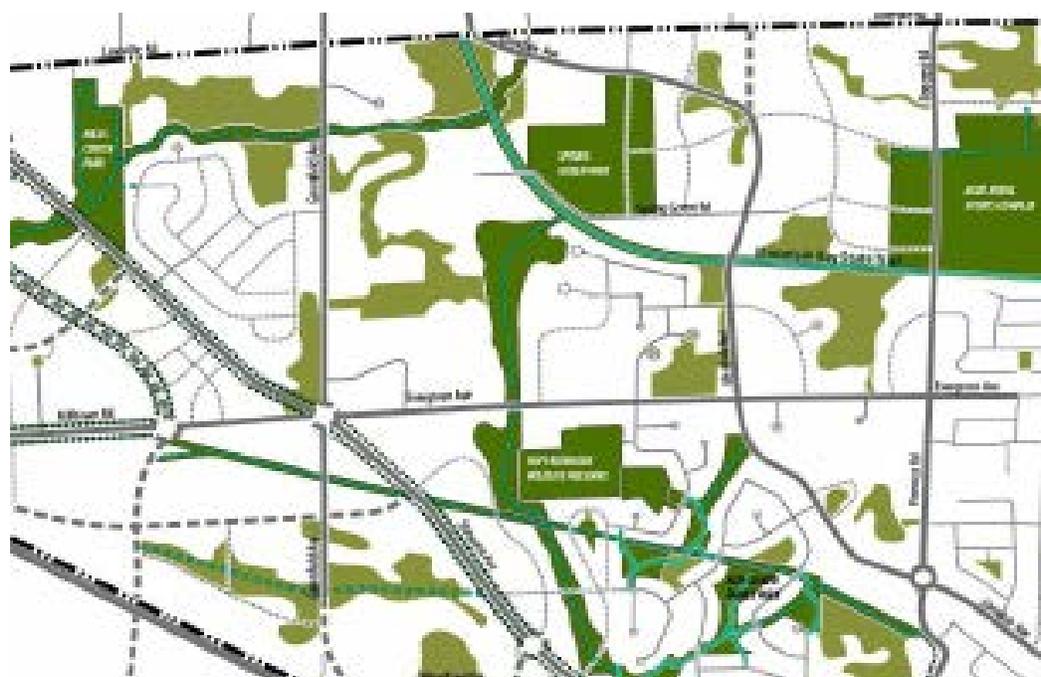
1,277 crashes involved pedestrians in Wisconsin in 2012. Of these crashes, 44 pedestrians were killed and 1,236 pedestrians were injured. Few pedestrian crashes result in property damage only; the pedestrian is almost always injured. In Wisconsin, 48% of pedestrian crashes in 2012 occurred within the roadway (excluding crosswalks). Only 3% of pedestrian crashes occurred on a sidewalk.



These statistics are courtesy of the Wisconsin Department of Transportation – Bureau of Transportation.

To enhance pedestrian safety, federal and state money has been made available to retrofit deficient areas at great expense. Since 2006 the Village has received \$600,000 in SRTS grants to put in sidewalk in areas that were sidewalk deficient. On the agenda tonight there is another \$25,000 grant for SRTS education, enforcement, and encouragement. The Village Board has heard similar arguments in the past regarding maintenance, etc., while installing sidewalk on Rockwell, Hillcrest, and Lineville.

With the above information in mind, the recently adopted comprehensive plan makes numerous references to the desirability of sidewalks. The comprehensive plan further shows a future extension of Spring Green Road to the east, making a convenient connection between two major sporting complexes, Akzo Nobel Park and Spring Green Park, as shown below:



Adding 10 acres to the park with additional soccer fields will make this area more attractive for tournaments and we anticipate cars to park on Spring Green Road.

Another factor to consider when giving the choice to install sidewalks as part of a street reconstruction or at a later time is cost. The cost to add sidewalk at a later date is 20 to 40% higher due to the need to pay for permits, temporary easements, and site restoration a second time as well the potential higher concrete price if the project is not a significant size.

The Village will be responsible, like any developer, to keep the sidewalks on the lots in the subdivision clear of snow until the lot is sold and the responsibility falls on the homeowner. This means Village staff will be in the area with snow clearing equipment. **With this in**

mind Village staff is recommending that the Village take on the responsibility of snow removal on the sidewalk on the south side until the fall of 2017.

FISCAL IMPACT:

- | | |
|------------------------------|-----|
| 1. Is There A Fiscal Impact? | Yes |
| 2. Is it Currently Budgeted? | Yes |
| 3. If Budgeted, Which Line? | Yes |

RECOMMENDED ACTION

If the Village Board supports the staff recommendation to install sidewalk on the south side of Spring Green Road as part of the 2014 reconstruction project, an appropriate motion would be: ***“Motion to include as part of the 2014 reconstruction of Spring Green Road the installation of sidewalk on the south side as proposed, with the Village taking on the responsibility for snow and ice removal until the fall of 2017”***

POLICY ALTERNATIVE(S)

The Village Board could take the following actions:

- Approve the motion
- Amend the motion
- Deny the resolution

ATTACHMENTS

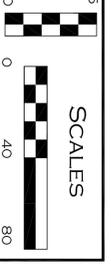
Spring Green roadway and proposed sidewalk location



RECORD DRAWINGS OF COMPLETED CONSTRUCTION CONFORMING TO CONTRACTORS AND OWNERS RECORDS
 BY: _____ DATE: _____

REVISIONS/REMARKS		DATE
NO.	DESCRIPTION	

SURVEYED BY: MAU
 PROJECT NO.: 13016
 FILE NAME: 13016 BASE.DWG
 DRAWN BY: VOH



Y I L L A G E O F
HOWARD
 1386 CORNELL ROAD GREEN BAY, WISCONSIN 54313

SPRING GREEN ROAD
 ROAD IMPROVEMENT PLAN

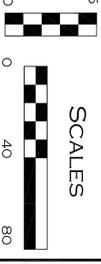
SHEET NO.
2



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SHEET NO. **1**