

**VILLAGE OF PLEASANT PRAIRIE  
PARK COMMISSION  
Village Hall Auditorium  
9915 39<sup>th</sup> Avenue  
Pleasant Prairie, Wisconsin 53158  
April 6, 2016  
6:00 p.m.**

A regular meeting of the Pleasant Prairie Park Commission was held on Wednesday, April 6, 2016, 6:00 p.m. Present were Troy Holm, William Mills, Dave Klimisch (Alternate #2), Jim Bandura (Alternate #1), Brock Williamson and Kris Keckler. Michealene Day was excused. Cindy Schwab was absent. Also present were Tom Shircel, Assistant Village Administrator; John Steinbrink, Jr., Public Works Director; and Ruth Mack-Stoner, Executive Secretary. One citizen was present.

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. MINUTES OF MEETINGS**

Troy Holm:

From the email we have our minutes attached. Were there any corrections or amendments to those from anybody on the Board? Hearing none can we get a motion to approve the minutes from the prior meeting?

**Jim Bandura moved to approve the Park Commission Meeting minutes of the March 1, 2016 meeting presented in their written form: Seconded by Kris Keckler. Motion carried 6-0.**

**4. CITIZEN COMMENTS**

Troy Holm:

Do we have any citizens in the audience that want to come up and say anything? Okay.

**5. DIRECTOR OF PUBLIC WORKS REPORT**

**6. NEW BUSINESS:**

- a) **Receive County Trunk Highway C Trail Project Presentation and approve recommendation to consultant.**

John Steinbrink, Jr.:

Mr. Chair and members of the Park Commission, about a month ago the Kenosha County held an open house here at Village Hall. And the content of that was making an off street trail on Highway C from Bain Station connecting the River Road. This is something that's been in our plans since 2006. We're very excited to have this potentially moving forward at least in the planning stage.

I'll just give you a quick overview of the work that's been done since 2006. The Village went through and we acquired a trail coming off of Lake Andrea on the north side that follows a sewer easement all the way up to Highway C. And it really ends there right now. And then also we have a trail, the Don Hackbarth Trail, that runs through the woods, over a pedestrian bridge through to River Road and also ends up on Highway C. And so the proposed presentation then you're going to see this from Lynda at CORRE, is going to be tying in River Road all the way down to the Prairie Farms Trail. It will really be a nice connectivity, something that's been in the plan for over ten years now.

Lake Andrea is a host to a lot of special events, a lot of triathlons, a lot of races, so it's our prediction that once this trail is complete and everything is improved we'll be able to start doing a lot more adventure races, off road races on this trail as an addition to the loop around Lake Andrea. And at this time I'll call Lynda forward.

Lynda Fink:

Okay. I don't need a microphone. I speak loud. My name is Lynda Fink. I'm with CORRE, Inc. We were hired by Kenosha County to help them with this project. And this is County Highway C shared use pathway. The project overview you guys kind of saw that already, but there is in general the whole trail in the beginning, and part of this presentation is to discuss the alternatives we looked at. So with this project part of it is determine go south side, go north side, go in between. In general the project is sponsored by Kenosha County and DOT. So it's 80 percent funded by DOT, 20 percent funded by Kenosha County.

Anticipated construction is 2018. It's going to be a ten foot wide asphalt pathway. It incorporates the trail itself, but then also a new bike and pedestrian bridge over the Des Plaines River. You know in that area you know there's a vehicular bridge there, but it is by no means wide enough to accommodate a full pathway as well. We are planning on minor acquisitions for grading and tie in. So basically you have your ten foot wide pathway. The right of way there is pretty slim let's say, but it gets a ten foot wide pathway, it's close to clearances, and then to make it so peoples' yards aren't large sloped weirdness we have to get some acquisition.

It will serve as an important connector trail for both the Village and the County. So John has a better map that kind of shows you the larger scale. It looks a little better, but this is good to show the connectivity in terms of the existing trails that the Village has. And then it also shows the other map, and it shows all the larger from a County standpoint trails that

are in the system as well.

All right, it's kind of small, but first of all the north side. Positives of the north side is we have minimal impact. There's an area where basically you have the right of way and then it's all fenced, large fenced area. And the right of way is a little larger there. So in that area with the increased right of way and conducive topography you have minimal impact for the residents. If you put it there, utility is minimal and impacts on residents.

The challenges of going on the north side is that you're then requiring two crossings of County Highway C. At the public involvement meeting and in other correspondence we've received that is a significant concern for people, the residents there and from the County and the Village standpoint as well. From a safety standpoint you'd have to cross onto the east side, then cross back on the west side into connectivity.

Significant drainage impacts on the west end of the project, what I mean by that is it goes from nice flat topography then all of a sudden to very steeply sloped. And then with the area not only are you looking at impacts that way wise, but then you're then in the backyard immediately of some large residences that would be negatively impacted. On the north side there is one property for sure that's at the intersection, I can't remember the road name, but one of the intersections where it would be severely impacted to the point that it might require a full buy out. So that's obviously negative.

What this did is it animated and like panned, and it would have looked really cool for you guys. A combination of north and south side.. So one of the reasons we looked at a combination was, okay, could you get the positives of utilizing these right of way in that one section and then avoid some of the negatives that we had talked about ahead as well. In addition, on the south side if you look at the farm field area that's where the church is going to now be, and they increased the right of way through the whole planning process. We actually are not going to impact from a right of way standpoint. It minimizes the impacts of the majority of the properties on the south side as well. So that's why we looked at the north side and come back on the south side. You're not removing trees, you're not having drainage impacts and all that. Negative again, the crossing. The one property on the north side that I talked about still have that impact. And then drainage grading impact on the west end of the project.

And then the final one we looked at is the south side. Positives of the south side no crossings at County Highway C. So from a safety standpoint then it provides for a continuous future loop of the overall trail system; essential for improving ditch drainage for property owners with construction of the path. One of the things that we heard at the public involvement meeting from some of the property owners on the south side were we just have issues with drainage, with the roadway and all this kind of stuff. So this project can actually as part of it not specific to the road but just as normal pathway construction can potentially improve some of that.

Also potential for improving sight distances for intersections and driveways. So it was another concern that we heard at the public involvement meeting was people that actually live there getting out of their driveways during rush hour and such, so this could potentially

help with that. And the large right of way with future church property utilized to minimize future acquisitions. Challenges, some tree removal with some large mature trees, and then right of way impacts for some residential properties.

So at this point the County obviously wants to get the Village's thoughts on it. They are leaning towards the south side alternative and would like to get confirmation from the Village as far as their thoughts. And then John asked me to briefly speak in terms of how the process of the DOT/County sponsored project is implemented. That being said the paperwork associated with the project is all there. So at this point we are in the very preliminary stages layout wise. Once the County decides that we'll go and start surveying.

Then we have the environmental process and you have a hazardous materials investigation. You have an archeologist go out on site to make sure there's nothing of historical significance. There's wetlands all over that may be impacted that would also be reviewed. Then you do initial structure. From there you start the real estate acquisition. Then get the approval final to advertise the project. Then start construction. So in 2018 that's why that takes time because with all of that you can imagine multiple layers of review and approval.

John Steinbrink, Jr.:

And if I can just say staff has gone through an analysis of this. And like I spoke about earlier in the director's report we're really looking at this as a comprehensive long-term, not really what's the easiest for construction but what's going to be the best for generations and generations to come with the thought that this is going to be a continuous loop around Lake Andrea, up the Prairie Farms Trail. Staff's recommendation is going to be keeping on the south side just for safety concerns, not having to cross Highway C twice, because Highway C just gets busier and busier. Coming back down the road onto the Don Hackbarth Trail and back around. This has been a project that's been worked on by staff to get to the point that we're at now for Highway C. The best recommendation is to keep it on the south side. And so we're looking for any discussion from the Park Commission and a recommendation. And then we'll pass that recommendation onto the Village Board and then finally onto the Kenosha County Board as the Village's recommendation on this trail design.

Lynda Fink:

One other thing to note from the public involvement meeting, one of the exercises we asked that were there were which routes you prefer, and we had multiple people that were on the south side that actually voted for the south side. So you have safety versus sometimes the mentality of not in my backyard or in my yard so that's positive.

Jim Bandura:

So, John, you're thinking to have the trail on the south side?

John Steinbrink, Jr.:

That's correct. We do feel it's going to be important to keep it on the south side to minimize the amount of crossings that we do on roadways. So if the recommendation from the Commission is to keep it on the south side you would have probably a seven and a half mile trail completely off street with no road crossings. And if you look at the long-term use, as large as a community use for recreation for the RecPlex is, that's why we're choosing the south side. We may have to recommend taking down some trees and acquiring some right of ways. But if you look at the long-term use to eliminate two road crossings every time that somebody wants to ride their bike in a loop around or run or something, we definitely think that that's worth building it on the south side at this time.

Jim Bandura:

And I tend to agree with that especially at 104th Avenue, that's kind of a blind corner or curve right there. So if that was on the north side I think that would be even more difficult to see.

John Steinbrink, Jr.:

Agreed.

Lynda Fink:

And historically speaking the off road paths, yes, can be used for utilitarian bicyclists, but more often than not are recreational, recreational meaning families and all that. So from a safety standpoint it's even a bigger deal.

Brock Williamson:

Have there been any long-term looks at what they're going to eventually do with Highway C? Are you planning any improvements on that down the road, like a shoulder --

John Steinbrink, Jr.:

I'm not aware of any additional improvements. There could be a little bit of realignment around 103rd where it has that long -- where it's got that kind of sharp curve through there. I did talk with the Kenosha County Commissioner Gary Sipsma, and he said there is potential talk about shifting that road a little bit to the north to straighten that out a little bit. I don't believe that there's any plans to make it a four lane road or to add any curb and gutter. They plan on keeping it as a rural profile.

Kris Keckler:

I appreciate the concerns for the crossings, and I tend to agree that the south side one seems to be more prudent. Is any of this right now or has any of the path been used for snowmobile access or any other --

John Steinbrink, Jr.:

One of the things with these trails is that we do not allow snowmobiles on the trail. And then the Village acquired a lot of the land in the natural area just to the west of Prairie Springs Park. And when we got that given to us from The Nature Conservancy it's actually in our bylaws that snowmobiles are not allowed on that property or any motorized vehicles at all.

Kris Keckler:

But not knowing the impact on some of the residents and what they may have already been used to versus what they might experience to least impact on the south side.

Lynda Fink:

And the intent to [inaudible] similar to [inaudible]. But it's similar to the sidewalk, a wide sidewalk [inaudible]. Not for snowmobiles or anything like that. Because, yes, I would have it not in my backyard or front yard mentality [inaudible].

John Steinbrink, Jr.:

And just as a point of reference, when I-94 was reconstructed with the Highway C intersection, there is a ten foot off street path on the south side from River Road that extends all the way down underneath I-94. That's an access point to Bristol. And after talking with Gary Sipsma from Kenosha County, he plans on extending this path on the south side all the way to 94th for a connection to Pleasant Prairie Elementary School in the future.

Brock Williamson:

How far is the setback from the road?

Lynda Fink:

[Inaudible] so at this point it's extremely conceptual because we don't have a survey or anything like that. So typically your minimum design standard was [inaudible] five feet from the edge of the pavement [inaudible] more than that if possible [inaudible]. But that would be [inaudible] drainage right away and the church [inaudible] large factors for that [inaudible].

Dave Klimisch:

So like John said if this is going to be for future generations which is good, at some distance point, 10, 20, 30 years when County Road C gets widened will they be widening it further than five additional feet?

John Steinbrink, Jr.:

I'm sure that in the future when the time comes they could take into consideration the path and also have to do a full engineering study that would include keeping the path on the south side as it is and do some property acquisition at that time. But it would definitely be my recommendation from this time and on forward no matter what the cross-section would be of County Trunk Highway C to keep that path on the south side.

Dave Klimisch:

And then from an acquisition standpoint we're looking at about 15 feet of property for the homeowners on the south side of C if we go south? A five foot barrier plus a ten foot path?

Lynda Fink:

[Inaudible] it's not that we have no right of way, we don't have enough. So from the edge of road I want to guess we might have let's say ten feet right now. But then to add it we might need an extra five feet. It totally depends on the property actually [inaudible]. And then, like I said, depending on drainage we might [inaudible]. So it's going to be [inaudible]. And they're all anticipated to be strip acquisitions [inaudible]. What we need from a permanent standpoint would be [inaudible] buying it straight out, but then a temporary limited easement which would then allow us to [inaudible].

Dave Klimisch:

So from a compensation standpoint for a property owner the first ten feet or so is already an easement so there's no financial compensation?

Lynda Fink:

Yes, it's already in the right of way.

Dave Klimisch:

So it will look different because there will be half in front of them, but no compensation. And then if there's an addition two feet that would be something that we can buy from them.

Lynda Fink:

[Inaudible] temporary [inaudible] they would get paid for that. [Inaudible] their land so you get paid a fee standpoint from a residential per acre [inaudible]. And then [inaudible].

Dave Klimisch:

And I'm just thinking of square footage of lots. I know those are some big lots. But is that going to change the zoning, or are we going to have any properties that are out of

compliance with minimum square footage?

John Steinbrink, Jr.:

I wouldn't believe that taking acquisition of five foot additional right of way would change any zoning. And maybe Tom could speak on that.

Tom Shircel:

I would agree with that. I think those lots on the south side are large enough that it wouldn't make any nonconforming lots. But only the survey at that point in time would make that determination.

Dave Klimisch:

One more question. On one of the slides here there's a map of the entire system. Is that map accessible online somewhere, is that something residents can see?

John Steinbrink, Jr.:

We can make that map accessible on the Village website.

Dave Klimisch:

There are some trails I didn't know, didn't realize were that accessible. We need to publicize it.

John Steinbrink, Jr.:

The Village of Pleasant Prairie Park and Open Space Plan does show all of these trails. And these trails even though some of them are proposed are still on our Master Park and Open Space Plan. And then we do have an addendum to the Park and Open Space Plan but there's a bike and ped component of it. And so it's just a good tool that we can use for grants and as development comes around just to understand where the playgrounds are, where the paths are going to be, all those recreational opportunities. We can definitely take this network map. I'll make sure that I get a copy of it from Kenosha County or from CORRE and we can list it on our website as a part of the informational process for this project.

Dave Klimisch:

And then I see there's a trail on the north side. Is that just a walk across County Road C? There's no improvement to County C if somebody wants to access that trail?

John Steinbrink, Jr.:

Are you talking the trail through here on the --

Dave Klimisch:

Down where the -- it's across County C to access a trail on the north side. County Road C isn't going to look different, people will just have to cross safely? And is there going to be a yield sign or --

John Steinbrink, Jr.:

When you're crossing Highway C to get to Pleasant Prairie Park is where you're talking?

Dave Klimisch:

Down I'm looking on the network map, yes. On the west side of River Oaks I see a purple trail. If somebody wanted to access that trail --

John Steinbrink, Jr.:

That trail is not completed yet. It's just more of a planning trail. And so it is going to follow the river through there at a time when funds are available and the improvements can be made. But currently that is not an active trail.

Lynda Fink:

So if you look at the key some of them are planned improvements, some of them are existing [inaudible] and some of them are existing [inaudible].

Tom Shircel:

Would the County be performing snow removal during the winter months?

Lynda Fink:

I believe so. Gary is a big proponent for it.

Troy Holm:

Okay, any more comments from the Board? It sounds like we're in agreement with the south end. So I guess is there anybody that isn't approving the south end? Okay, so can I hear a motion to accept -- help me out here, Ruth, or somebody. Thank you, Lynda, by the way. Very good presentation. So now we need a motion to approve the south end portion of the map as our -- what.

John Steinbrink, Jr.

Along with staff recommendation regarding which route, north or south side.

Troy Holm:

Okay, for County Highway C we recommend the south end option of the –

John Steinbrink, Jr.:

The off street trail on County Trunk Highway C.

Troy Holm:

Thank you.

**Dave Klimisch moved to approve a recommendation to the Village Board of Trustees to place the CTH C Shared Use Pathway to the south side of CTH C: Seconded by Jim Bandura. Motion carried 6-0.**

John Steinbrink, Jr.:

Thank you very much. And staff will go through and pass this recommendation onto the Village Board, and then take the recommendation of the Village Board and pass that onto Kenosha County just to make sure that they formally hear our recommendation.

Lynda Fink:

Which is appreciated from the standpoint of all the paperwork we go through. That many more approvals is another way that FHWA feels that, great, we went through the process thoroughly. Thank you.

**7. PARK COMMISSION COMMENTS**

**8. ADJOURNMENT**

**Jim Bandura moved to adjourn the meeting: Seconded by Kris Keckler. Motion carried 6-0.**