



MINUTES

1. **CALL TO ORDER:** 5:15 pm

2. **ROLL CALL**

Committee Members: Present - Scott Stechmesser, Doug Brandt, **Excused** - Bill LeClair

Staff and Others: Matthew Heckenlaible, Scott Ahl, Jim Reif

3. **REVIEW AND APPROVAL OF MINUTES**

Minutes from the January 8, 2025, Public Works Committee meeting.

Doug Brandt made a motion to approve the January 8, 2025, Public Works Committee meeting minutes, seconded by Scott Stechmesser. Motion carried.

4. **PUBLIC INPUT** - N/A

5. **ONGOING PROJECT STATUS AND ACTION, IF NEEDED**

A. **Sandy Bay Highlands Phase 3 update**

All sanitary sewer and laterals, water main and services and storm sewer and laterals have been installed. Contractor was working on rough excavation of the stormwater management features. The remaining road excavation and graveling will be completed when weather conditions are more suitable for excavation.

Private utilities (electric, gas, telephone, cable) will hopefully be installed in April.

B. **Harbor Street, 16th Street and Emmet Street Reconstruction**

A public informational meeting was held this past Thursday. Most of the two-hour discussion revolved around pavement configuration and bicycle accommodations on Harbor Street. There was very little discussion relative to the sanitary, water or storm improvements. Concerns centered around vehicles not obeying the one-way on Harbor Street west of Pilon Court and East Street north of Harbor Street. Engineering will proceed with a twenty-eight (28) foot wide street with two-way traffic and bicycle sharrows marked on the pavement.

Due to the Presidential Executive Order, Engineering is progressing with this project to the point of bidding and then holding until further clarification of available funding.

C. **Pierce Street**

Engineering is continuing the design on this project.

D. Public Works Shop Repairs

A site visit will be arranged for City Council to personally look at the conditions of the DPW shop so that the necessary repair work can be bid and completed.

6. PROPERTY OWNER REQUESTS - N/A

7. DISCUSSIONS OR ISSUES ON HOLD, PENDING FURTHER INVESTIGATION

A. Sidewalk Maintenance Clearance Requirements

The Director made some modifications to the proposed ordinance language found in Section 4-1-4 of the Municipal Code that was presented at the November 19th City Council meeting. The modifications include removal of language that created confusion during that council meeting along with providing more stringent defect criteria as found in the Federal Register.

During the November 19th Council meeting reference was made to DPW’s Sidewalk Policy guidance document. That document has been reviewed and suggested modifications were presented.

After staff completes sidewalk inspections, Engineering will need to revise their existing notification letter to provide repair or replacement options as provided in the guidance document.

Doug Brandt made a motion to accept the proposed ordinance language changes and forward them to City Council. Seconded by Scott Stechmesser. Motion carried.

B. Dumpster Permit Requirements

Prior to any committee discussion, Jim Reif requested to speak about using a tubular device he proposed at the last meeting. He asked the committee to consider allowing such devices contrary to Director Heckenlaible’s emailed recommendation that they should not be allowed. Additional discussion ensued and Director Heckenlaible offered language that could be inserted into the proposed language that would include tubular devices as an acceptable advanced warning device for dumpsters within the public right-of-way.

Scott Stechmesser made a motion to approve the proposed ordinance modifications to Section 5-6-24(F)(2) as presented with the inclusion of the language to allow for tubular devices and forward to the City attorneys for review and then forward to City Council, seconded by Doug Brandt. Motion carried

C. Driveway/Approach Ordinance Revisions

Director Heckenlaible reviewed past proposed modifications relative to the driveway and approach ordinance sections. These modifications began during the summer of 2022 with the initial requests coming through the Plan Commission and more recently a temporary solution revision was made in 2024. During the review of previous changes, it was unclear as to what the end result would be and after a discussion with the City Manager, he recommended stopping work on this until we can collectively regroup and better define the preferred end product.

D. Pavement Repair Policy

Director Heckenlaible prepared and presented a pavement repair policy based upon PASER Rating (pavement condition ratings). Director Heckenlaible presented another option based upon the age of the pavement. After discussion with the committee, the committee preferred the option based upon the PASER rating and directed staff to put together language for inclusion within the City's Municipal Code.

8. COMMITTEE AND COUNCIL MEMBER ITEMS FOR DISCUSSION, INCLUSION IN FUTURE AGENDA AND ACTION, IF NEEDED - N/A

9. DISCUSS STAFF RECOMMENDATIONS (TRAFFIC AND PARKING CONTROL) - ACTION, ENDORSEMENT OR MODIFICATIONS, AS NEEDED

A. Investigate Diagonal Parking on 17th Street Between West Park Street and Adams Street

There was a request to look at whether diagonal parking could be implemented on 17th Street adjacent to the Community House. Presently, the road is around 42 feet wide with 12 to 13 foot travel lanes and 8 to 9 foot wide parallel parking lanes. The number of parallel parking spaces on the north side of 17th Street is presently around 10 with 2 of them are intended to be handicap available spaces.

Diagonal parking spaces are traditionally implemented at 30 degrees, 45 degrees or 60 degrees from the curbline. The 30 degrees is the closest to the present parallel (0 degrees) parking condition with 60 degrees being the closest to perpendicular (90 degree) parking. The greater the angle away from 0 degrees the more road width that is required.

With 30 degree diagonal parking, the edge furthest away from the curb would be 17.8 feet.

With a 45 degree diagonal parking pattern, the edge furthest away from the curb would now be 20.5 feet.

With a 60 degree diagonal parking pattern, the edge furthest away from the curb would be 21.8 feet, which would now extend beyond the existing centerline of the street and you would need to account for the travel lanes which would typically be 12 feet in each direction for 24 feet. Adding the 21.8 feet for diagonal parking and the 24 feet for the travel lanes results in approximately 46 feet, which is 4 feet wider than the existing pavement section AND would require the elimination of parking on the south side of 17th Street.

Utilizing the narrower 30 degree diagonal parking pattern would result in 10 diagonal parking spaces along the northerly curb line on 17th Street. This would require each of the travel lanes to be shifted to the south thereby eliminating all parking spaces on the south side of 17th Street. This would result in a NET loss of 8 parking spaces.

Staff recommendation is to keep the parking as presently laid out with parallel parking stalls. The committee concurred with staff's recommendation.

10. OTHER ITEMS THAT MAY COME BEFORE THE COMMITTEE: CONSIDERATION AND ACTION, IF NEEDED

A. Snow Season

The beginning of the 2025 snow season has been challenging dealing with the minimal, nuisance snow events and the complaints pertaining to the present policy that DPW does not plow the streets when there is less than a 2-inch snow fall.

We are also observing the lack of compliance with private properties not removing snow from adjacent sidewalks. In discussions with other Public Works colleagues, they provided insight to better explain why sidewalks are required to be cleared and the streets are not.

1. The City could plow all roads after every snow event. HOWEVER, residents pay a much higher property tax to cover this cost. If residents are willing to pay a higher property tax, then the City Council and City Manager could consider changing City policy. That is not entirely a DPW decision.
2. DPW can plow anything – just show me the money! Nobody wants higher taxes for minimal services related to nuisance snows.
3. Motor vehicles are designed and built to navigate snow/ice covered streets much better than pedestrians, which is why there are different snow/ice removal standards for vehicular transportation facilities versus pedestrian transportation facilities. In addition, motorists need to adjust driving habits when roads are not 100% dry and clear. They must reduce speed and increase stopping distance to compensate for slippery conditions caused by rain, snow, ice, or other things that may be on the roadway surface.
4. Roads can still be considered safe for driving with nuisance snows, sidewalks or pedestrian walkways cannot. Slips, trips, and falls are one of the biggest insurance claims in America, if not the biggest.
5. Keeping sidewalks clear of snow/ice is a City ordinance (Sec. 4-1-6) and state statute (66.0907(5)), which is enforceable by law. DPW is merely doing its job when enforcing the winter snow/ice sidewalk ordinance and State Statute.
6. And what about consideration for your disabled neighbors? Can they navigate a nuisance snow? Yes, but clear pavement would be easier for them. Also, do these noncompliant individuals prefer their elderly parent, child, grandchild, or neighbor walk in the snow? I would guess if they looked at it from that perspective, their angle might change.

Director Heckenlaible also noted that the cost that the City is paying for salt brine has significantly increased. We were previously charged approximately \$0.35/gallon and were recently invoiced for brine at \$1.95 /gallon which is over a 550% (5.5 times) increase. DPW will look at other options for acquiring brine for the 2025-26 winter season.

11. SET DATE, TIME, AND AGENDA ITEMS FOR NEXT COMMITTEE MEETING

Proposed for Wednesday, March 5th, 2025, at 5:15 pm.

12. ADJOURNMENT: 7:45 pm

Doug Brandt made a motion to adjourn the meeting, seconded by Scott Stechmesser. Motion carried.

Respectfully submitted by: Matthew R. Heckenlaible
Public Works Director/City Engineer