



MINUTES

1. CALL TO ORDER

2. ROLL CALL

Committee Members: Scott Stechmesser, Tracey Koach, Bill LeClair
Staff and Others: Matthew Heckenlaible and Scott Ahl

3. REVIEW AND APPROVAL OF MINUTES

Minutes from the August 2, 2023, Public Works Committee Meeting

Tracey Koach made a motion to approve the August 2, 2023, Public Works Committee Minutes, seconded by Bill LeClair. Motion passed.

4. PUBLIC INPUT – N/A

5. ON-GOING PROJECT STATUS AND ACTION, IF NEEDED

A. Lincoln Street – 17th Street to 22nd Street update

Contractors are working on finishing crosswalk ramps at intersections along with restoration of terraces the week of September 4, 2023. All other significant paving has been completed. The road was opened to local traffic at 19th, 20th and 21st Streets prior to Labor Day weekend.

B. 2023 Sidewalk Contract

Contracts are sign and a preconstruction meeting scheduled for September 8, 2023, at 2 pm. Anticipated that Seiler Bros. will begin around mid-September and have verbally told DPW that they are anticipating completing all the work this fall.

C. Sandy Bay Highlands – Phases 3 & 4

DPW/Engineering has instructed McMahon Associates to begin with final roadway and lot layout along with the design of the stormwater management plan. McMahon will forward the topographic survey on to DPW/Engineering after the roadways are laid out so that Engineering staff can work on utility and pavement plans yet this year

D. Central Park East – Friendship Table Installation (Dedication September 23rd @ 3pm)

The installation of the table and bench were completed on August 5, 2023, and final restoration was completed on August 7, 2023.

E. Neshotah Beach Playground preparation

DPW Street crew built up the playground base area, poured the thickened edge perimeter concrete walk and eight bench pads and backfilled topsoil up to the new sidewalk. The next step is to have the playground contractor come in the week of September 11, 2023, to start installing the equipment and then place the all-purpose surface. Weather pending, it will be completed by early October.

F. Pavement Repairs

DPW staff is still working on completing pavement repairs throughout the City in preparation of 'snowplowing' season.

G. 2024 projects

1. Roosevelt Avenue reconstruction – DPW/Engineering did receive a few comments and questions as part of sending out the initial informational letters at the beginning of August. Water Utility is attempting to gain access to some of the properties to determine the water service material to aid in planning and coordination during construction.
2. Scattered laterals in the near southwest quadrant (Lowell to Monroe to 12th or 13th) – DPW/Engineering is still working on getting a letter out to these residents but is having a challenge in getting a more accurate property owner and address list.
3. Sidewalk replacement – DPW/Engineering will try to get on a more routine schedule in inspecting and having sidewalks repaired/replaced starting in 2024.

6. PROPERTY OWNER REQUESTS: None

7. DISCUSSIONS OR ISSUES ON HOLD, PENDING FURTHER INVESTIGATION: None

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

A. Discussion of snow dump site areas including Neshotah Beach parking lots

Director Heckenlaible provided the Committee members a map of where DPW/Streets dumps snow after it is picked up after more significant snow events. Director Heckenlaible noted that Seagull Marina and the new cemetery are the primary dump locations. The City pays approximately \$2,500 each year to dump at the marina and is required to repair any turf damage and rutting that may have occurred each spring.

Director Heckenlaible shared some photographs that were provided to him in mid-April showing debris, garbage, discolored runoff, and undermined beach walk that had occurred from stockpiling snow on one of the beach parking lots. The committee acknowledged that it looked bad and that it was not ideal, but also noted that the snow was placed on pavement which would lend itself to easier clean up once all the snow had melted.

The discussion transitioned to alternate disposal locations, one being Vietnam Veterans Memorial Park's gravel parking lot and the paved parking lot at Walsh Field. Director Heckenlaible stated that Vietnam Veterans Park was already identified on the map as a dump site but past practice has shown no utilization because of the proximity of where the snow originated from. Walsh Field parking lots may be considered, but a portion of the parking lot is regularly used and was not confident that the snow would be gone prior to the baseball season commencing, as such, left as a last resort alternative.

The discussion concluded that DPW/Streets shall continue to utilize Seagull Marina and the new cemetery as the two primary dump locations and then utilize Vietnam Veterans gravel parking lot as the next alternative. If the beach parking lots were to be utilized, the northerly parking lots would be the first utilized with some erosion control socks weighted down with sandbags placed to try and pond the water and promote the settling of debris prior to reaching the beach walk.

B. STH 42 (Memorial Drive) August 28th Council Work Session questions follow up

1. Beam Guard removal without replacement – criteria utilized
2. Roosevelt Avenue – southbound geometry
3. Director Heckenlaible noted that he had sent an email to both the Wisconsin Department of Transportation along with the design consultant MSA to provide any additional information or guidance that was utilized pertaining to the removal of beam guard or how the original geometry of Roosevelt and Memorial Drive came about and if there were any plans to modify the intersection. As of the meeting date, Director Heckenlaible has not received a reply from either party regarding the requested information.

9. DISCUSS STAFF RECOMMENDATIONS (TRAFFIC and PARKING CONTROL) – ACTION, ENDORSEMENT, or MODIFICATIONS AS NEEDED:

A. Intersection of Monroe Street and 22nd Street stop sign

Director Heckenlaible stated that he, along with several Council members, received an email requesting a flashing stop sign be placed at northbound Monroe Street at 22nd Street, stating that the existing “stop sign doesn’t get the attention as it should”. Director Heckenlaible drove through the intersection, during inclement weather conditions, several times and did not observe any issues with the current condition. Over the past five (5) years, there have been five (5) incidents at that intersection. Two being ‘hit and run’ where signs were knocked down and people left the scene. The other three (3) incidents did result in property damage.

Director Heckenlaible referred to an Oregon Department of Transportation February 2023, “Literature Review – Flashing LED Stop Signs” for guidance as to when to implement them. The article suggested a set of criteria for consideration, including:

1. Stop-controlled intersections with a history of higher-than-average crash rates.
2. Isolated highspeed stop-controlled intersections with significant sight distance limitations that cannot be easily mitigated or are too costly to correct.
3. Isolated stop-controlled intersections on highspeed at-grade arterials that are at risk or have a history of severe right-angle crashes.

Even with intersections that meet the criteria, flashing LED stop signs do not have to be the first consideration. Employing less expensive methods to see if the issue can be resolved with one of these prior to the implementation of a flashing LED stop sign.

Less expensive alternatives that should be considered first:

1. Increase the size of the sign
2. Provide a more reflective sign sheeting
3. Post an additional (Left-side mounted) sign
4. Add “STOP AHEAD” warning sign
5. Add “STOP AHEAD” pavement markings
6. Add transverse rumble strips (minimum of three (3) sets)
7. Add a flashing beacon
8. Embed LEDs in the boarder of the sign

The paper went on to say that if a practice is installed that does not meet five (5) basic requirements, the device is soon disregarded and similar devices at intersections that this traffic control device is warranted would also be disregarded. Overuse of flashing LED stop signs will lead to the devices being the norm instead of bringing attention when special considerations ARE needed

Director Heckenlaible’s opinion was that this intersection did not warrant the implementation of a flashing LED stop sign and the Committee agreed with that assessment.

B. 22nd Street at Lincoln Avenue stop sign

A similar request had been made for a flashing LED Stop Sign for westbound 22nd Street at Lincoln Avenue. In the past 11 months, this intersection has been brought up three (3) times. Presently, there is a stop ahead sign and flags on top of the stop sign to bring attention to drivers, both local and visitors alike. As of the last request from the Police Department, there have been no changes in the incidents that have occurred at this intersection. Changing to a flashing LED stop sign is not warranted at this intersection. The Committee agreed with that assessment.

C. 17th Street at Jackson Street west bound stop sign

It was suggested to DPW/Engineering that a flashing LED stop sign may be warranted at westbound 17th Street at Jackson Street, which should be East Street, due to vehicles frequently disregarding the existing stop sign. Director Heckenlaible drove this area and observed that there is a “STOP AHEAD”

sign just west of Jackson Street; however, the actual STOP sign is significantly obstructed with a NO PARKING sign and a large Maritime Metro Transit (MMT) sign within ten (10) feet of the stop sign. It is Director Heckenlaible's recommendation that the MMT and NO PARKING signs be relocated to allow an unobstructed view of the existing STOP sign. The Committee concurred with that recommendation.

D. 17th Street (East Street to Zlatnik Drive) speed limit signs

There were complaints received that vehicles were speeding down the newly paved 17th Street from the bridge to the beach in both directions. DPW/Streets installed four (4) 25 MPH SPEED LIMIT signs in the section of 17th Street from East Street to Zlatnik Drive, two (2) in each direction to assist in enforcement and control of the speed in this area.

- E. Bill LeClair stated that he was approached by a resident as to why there is not a stop sign(s) at Garfield Street and 18th Street. Director Heckenlaible stated that he would investigate and report back at the next Committee meeting.

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

A. Leaf Collection – route modifications / procedure

With leaf season right around the corner, Director Heckenlaible wanted to discuss last year's leaf collection season and make suggestions for this upcoming season. Director Heckenlaible prepared and distributed a draft version of DPW Leaf Collection Procedure, dated August 29, 2023. The purpose of the written procedure is to, at a minimum, document what the status quo is. Past practice is to divide the City into three (3) large areas and pick up leaves in a certain area only on specific days. In theory, that works. It is simple and provides the public with a known day when they can expect to have their leaves picked up. Director Heckenlaible noted that, in his opinion, the areas were too large; and, if staff was not able to complete the collection of leaves in a specific area within that specific day, they would move onto the next area and the previous uncompleted area would sit until the next week.

Director Heckenlaible proposed to break the City up into fourteen (14) areas and not specify a specific day for these areas. By breaking the City into fourteen areas versus the previous three areas, it will allow residents the ability to track where City staff has been. When leaves are just starting to accumulate, staff can systematically collect from one area to the next and not be hampered by what day of the week it is. When more significant accumulation of leaves occurs, additional resources will be assigned to the collection of the leaves and specific priority areas can be assigned as conditions warrant. This allows for the heavier accumulation of leaves to be cleared. The most significant change is that residents will now have to pay attention to the City Website and social media to find which areas DPW forces will be collecting. DPW will try and post which areas will be collected a few days in advance to allow residents the chance to rake their leave to the street prior to DPW coming through the area. The Committee appreciated the written procedure and the forward thinking.

B. Snow Plowing – Brine Sprayer

DPW is looking at ways to address snow and ice more efficiently in the upcoming winter season. One such method is to apply liquid brine to paved surfaces in advance of a winter event. This is a common practice utilized by many other municipal public works/highway departments across the state. Prior to the 2022-23 winter season, Director Heckenlaible had reached out to a few vendors about what it would take for the City of Two Rivers to pre-treat streets. Casper Truck and Equipment arranged a demonstration with DPW staff in early August to show what the capabilities of a pick-up truck mounted brine sprayer could do. DPW field crews had many good questions and were impressed during the demonstration. They would like to move forward implementing pre-treatment into the Two Rivers DPW snow and ice procedure. Some of the benefits of brine pre-treatment is it can be applied to the pavement days in advance of a winter storm during normal work hours. By pre-treating, DPW does not have to respond and apply normal rock salt once the snow starts to accumulate. Depending on the storm, the pre-treated pavement may add several hours of lead time to DPW's response in keeping the snow and ice accumulation to a minimum. The smaller unit allows it to be installed on an existing fleet flatbed pick-up truck which can more easily maneuver around the City's primary streets and parking lots and ramps that lead to the parking garage areas around City Hall. The City already purchases brine

from Manitowoc County for pre-wetting the rock salt as it comes out of the spreader and would continue to purchase the brine in the future. Casper Truck and Equipment did provide the City with some quotations for both a 300 gallon and 500 gallon brine sprayer and controller. Director Heckenlaible requested to purchase one (1) unit prior to the 2023-24 winter season with savings recognized from prior DPW Capital Equipment purchases (dump trucks and skid steer).

Tracey Koach made a motion to amend the DPW Capital Equipment Budget to include the purchase of a portable brine sprayer. Bill LeClair seconded the motion. Motion passed.

- C. Director Heckenlaible also mentioned for informational purposes only that Council Members should have received an email from the City Manager pertaining to the most recent Harbor Survey completed by the US Army Corp of Engineers on August 7, 2023. It does show some shoaling near the harbor entrance.

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

Suggested as Wednesday, October 4, 2023, at 5:15pm

12. ADJOURNMENT: 7:14 pm

Tracey Koach made a motion to adjourn, seconded by Bill LeClair. Motion passed.