



MINUTES

1. **CALL TO ORDER:** The meeting was called to order at 5:15 pm by Bill LeClair

2. **ROLL CALL**

Committee Members: Doug Brandt, Katherine Dahlke, Bill LeClair

Staff and Others: Matthew Heckenlaible, Scott Ahl, Kyle Kordell, Wayne Denfeld and Debi Schaefer

3. **REVIEW AND APPROVAL OF MINUTES**

Minutes from the June 3, 2026, Public Works Committee Meeting

Doug Brandt made a motion to approve the June 3, 2026, Public Works Committee meeting minutes, seconded by Katherine Dahlke. Motion carried.

4. **PUBLIC INPUT**

- A. Mr. Wayne Denfeld requested an update on the status of his infrastructure request for roadway improvements on the two gravel dead-end streets, 15th Street and 16th Street, west of Buchholtz Street.

The Committee reviewed agenda item 6.A., Infrastructure Public Survey Update. Director Heckenlaible reviewed the survey results for 15th Street and 16th Street separately. The survey showed majority support for advancing the 15th Street project. For 16th Street, several property owners along the dead-end portion did not respond to the survey. These non-responses were counted as affirmative responses, resulting in a recommendation to advance the 16th Street project as well.

Debi Schaefer asked when the projects would be constructed. Director Heckenlaible stated that construction would be scheduled for 2027 so the projects could be included as Capital Projects in the budget. Ms. Schaefer expressed her dissatisfaction with the timeline and asked why the projects could not be completed during the 2026 construction season. Director Heckenlaible explained that there was not sufficient time remaining in the 2026 construction season to complete the design, bidding and award process, property assessment process, and construction before the asphalt plants shut down in mid-November. He also noted that funding for these projects was not included in the 2026 Capital Budget.

Mr. Denfeld expressed his displeasure with the response and also raised concerns regarding winter snowplowing, stating that gravel is pushed outside of the roadway and that the City had previously "promised" to clean it up each spring but had not done so. He also expressed concerns that sidewalk sections and one-way signs had not been replaced after being damaged several years ago.

5. PROJECT STATUS AND ACTION, IF NEEDED

A. Sidewalk Replacement Project

The resolutions for Engineering to order the necessary sidewalk repairs/replacements were sent out later than anticipated. Property owners were given until August 14 to notify the City whether they intend to complete the required work themselves or have the city contractor perform the necessary repairs.

There have been a few issues with the information provided by Safe Step to Engineering, including incorrect identification of some impacted properties. Additionally, not all identified repairs were marked in the field. Engineering staff have been addressing property owner's concerns and verifying the locations where repairs were identified.

Engineering staff are working on preparing the sidewalk repair contract. Due to the backlog of pavement repairs associated with the Lead Service Lateral (LSL) replacement projects, public works will not have the capacity to complete the sidewalk repair work.

B. 4-2026 Asphalt Resurfacing Project

Contracts have been sent out to MCC and are anticipated to be returned in the near future. Once the contracts are returned, a preconstruction meeting will be scheduled to establish and determine when the work is expected to occur.

C. 2-2025 LSL Pavement Repairs – Essential

Essential Sewer has completed all underground work associated with this project.

Public works is currently working to complete approximately 40 remaining pavement repairs associated with the project.

Once the pavement repairs are completed, Essential will complete the lawn restoration.

Engineering is checking with the WDNR to determine whether a portion of the pavement repair work can be transferred back to Essential via change order in an effort to expedite the remaining repairs and help bring the project to completion.

D. 2-2026 LSL Pavement Repairs – Mammoth

Mammoth is making progress, with approximately 40 services completed in the area of 23rd Street and 26th Street.

Public works will mobilize into this area upon completion of the 2025 LSL pavement repairs.

E. East River Trail/Parking Lot (Kozlowski)

As part of this project, public works removed a section of pavement on East River Street that was significantly cracked and sinking. This added approximately one week to the project schedule.

Public Works completed the final concrete pour earlier today and has begun backfilling some of the cured areas.

Despite the additional work on East River Street, the project is currently approximately two

weeks ahead of schedule.

Public Works is now planning to work on the colored concrete crosswalk at Jefferson Street and 22nd Street.

6. DISCUSSIONS OR ISSUES ON HOLD, PENDING FURTHER INVESTIGATION

A. Infrastructure Improvement Public Survey Update

1. 15th Street - Buchholz Street west to Zander Park
2. 16th Street - Buchholz Street west to Zander Park

Engineering conducted a survey of the property owners who would be impacted by the requested improvements.

15th Street: Eight surveys were sent to properties adjacent to 15th Street. One property owner objected to the requested improvements and one property owner did not respond. Non-responses are considered affirmative responses resulting in seven affirmative responses.

16th Street: Eleven surveys were sent to properties adjacent to 16th Street. Two property owners objected, and four property owners did not respond. Non-responses are considered affirmative responses, resulting in nine affirmative responses.

Advancing these improvements would increase capital borrowing by an estimated \$140,000+/- . All project costs would be assessed to the adjacent property owners. At this time, no survey or design work has been completed and will not be undertaken until these requests become official projects.

Staff recommends including the requested improvements in the 2027 Capital Improvement Program and presenting them as part of the 2027 budget process. The Personnel & Finance Committee can then determine whether to recommend advancing the projects or potentially removing them from the program due to available funding limitations.

B. May 17th Windstorm Debris Clean Up

The brush that was stockpiled at the New Cemetery was chipped/ground last Friday and Monday of this week.

Engineering, with assistance from the City Manager's Office, sent an electronic notification to property owners south of the brush stockpile advising them of the upcoming work and informing them to expect construction noise and associated dust. To the best of our knowledge, no complaints were received by City Hall.

Park & Recreation also had several softwood logs ground up into mulch, which will be retained for use throughout the city.

The County's contractor will take most of the wood chips generated from the brush chipping operation.

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

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

A. School Pedestrian Flashing Lights

The existing flashing lights around Magee Elementary, Koenig Elementary, and near L.B. Clarke Middle School have been non-operational for various reasons for several years.

Additionally, the older single-bulb flashing lights do not appear to be an approved advanced notification technology under the Manual on Uniform Traffic Control Devices (MUTCD).

As part of the proposed 2027 Capital Budget, Engineering is proposing the installation of solar-powered Rectangular Rapid Flashing Beacons (RRFBs) at the following eight intersections, with a preliminary estimated cost of approximately \$7,500 per location:

- 34th & Tannery – Tannery traffic; new installation
- 36th & Tannery – Tannery traffic; replacement
- 34th & Mishicot – Mishicot traffic; replacement
- 35th & Mishicot – Mishicot traffic; replacement
- 12th & Bellevue – 12th traffic; new installation
- 12th & Lowell – Lowell traffic; replacement
- 11th & Lowell – Lowell traffic; new installation
- 26th & Forest – Forest traffic, near MMT bus stop; new installation

Engineering would like to review the proposed locations around the schools with the police department. This review would include evaluating student walking routes to and from the schools and crossing guard locations. Based on that review, some proposed RRFB locations may be eliminated, while additional locations could be identified as needed.

B. Washington Street and Memorial Drive Pedestrian Crossings – No update

Specific locations are 12th Street and Lake Street and Washington Street and Memorial Drive at Madison Street.

C. Traffic/Speed Studies

1. 2400 Block Adams Street

The speed study was conducted in the 2400 block of Adams Street from June 30 through July 14 in response to concerns regarding a potential speeding issue on Adams Street between 22nd Street and 27th Street.

The results were as follows:

- 10,192 vehicles were recorded during the study period.
- Posted speed limit: 25 MPH
- Average speed: 25 MPH
- Fastest recorded speed: 45 MPH
- 85% of vehicles were traveling at or below 30 MPH.

- 99% of vehicles were traveling at or below 34 MPH.
- Of the 10,192 vehicles recorded, 72 vehicles (approximately 1%) traveled faster than 35 MPH.
- Only six vehicles were recorded traveling faster than 40 MPH. These six occurrences appear to have taken place on Monday and Friday afternoons between approximately 2:00 and 4:00 p.m.

Overall, the data indicates that the vast majority of vehicles are traveling at or near the posted 25 MPH speed limit, with relatively few vehicles traveling at significantly higher speeds.

2. 2600 Block Forest Avenue

The speed study was conducted in the 2500 block of Forest Avenue in response to complaints from residents attempting to cross Forest Avenue at 26th Street. Residents have reported that vehicles are traveling at high rates of speed and that it can be unsafe to cross the roadway at this location.

The analyzed report data covers July 24 through July 29; however, it appears the overall study may have been conducted from July 14 through July 29.

The results were as follows:

- 32,664 vehicles were recorded during the period analyzed.
- Posted speed limit: 25 MPH
- Average speed: 27 MPH
- Fastest recorded speed: 72 MPH
- 85% of vehicles were traveling at or below 30 MPH.
- 99% of vehicles were traveling at or below 35 MPH.
- Of the 32,664 vehicles recorded, 253 vehicles (approximately 1%) were traveling faster than 35 MPH.
- 22 vehicles were recorded traveling faster than 40 MPH.

The 22 vehicles traveling faster than 40 MPH appear to have occurred during the following two-hour periods:

- Northbound: Mondays, 6:00–8:00 a.m. and 7:00–9:00 p.m.
- Northbound: Tuesdays, 10:00 a.m.–noon and 2:00–4:00 p.m.
- Southbound: Tuesdays, 4:00–6:00 p.m.
- Northbound: Wednesdays, 6:00–8:00 p.m.
- Northbound: Fridays, 10:00 a.m.–noon and noon–2:00 p.m.

Overall, the data shows that the vast majority of motorists are traveling within a relatively close range of the posted speed limit, although there are isolated instances of significantly higher speeds that warrant consideration given the concerns regarding pedestrian crossings at 26th Street.

3. 1900 Block Hawthorne Avenue

The speed study is being conducted in the 2100 block of Hawthorne Avenue due to a

property owner raising concerns that motorists may be confused by the change in speed limits, which transitions from 25 MPH to 35 MPH westbound and from 35 MPH to 25 MPH eastbound. The property owner also claims that vehicles are exceeding 35 MPH in both directions.

Additionally, the property owner reported that a person was struck by a speeding vehicle around July 23rd and requested that the speed limit be reduced to 25 MPH from 18th Street west to the City limits.

Speed data is currently being collected and will be presented at the next Public Works Committee meeting.

There was also a crash near 18th Street and Hawthorne Avenue in early July, which resulted in a power pole and traffic sign requiring replacement. According to the police department, the crash was not speed related, and the department does not have concerns regarding vehicle speeds in this area.

Because Hawthorne Avenue is a WDOT connecting highway, it is unclear whether the City can unilaterally change the posted speed limit or whether coordination with WDOT will be required. Engineering will pursue this issue with WDOT once the speed study data has been collected and reviewed.

D. WDOT Road Classification

Correspondence between WDOT staff and engineering occurred several weeks ago to obtain clarification on questions posed by the City Council regarding the reclassification of certain roadways from primary arterials to minor arterials.

The short version is that the proposed reclassifications are primarily procedural and will not impact future WDOT funding or the City's control over any of the roadways with proposed classification changes.

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

A. Bridge Opening Discussion

With lower water levels, 17th Street Bridge openings have been significantly lower than during the 2019 and 2020 boating seasons, when the area experienced record water levels. During that period, DPW performed approximately 975 bridge openings.

In 2025, there were a total of 179 bridge openings, and current activity indicates we are on pace for a similar number of openings in 2026.

In 2022, approximately 50% of bridge openings occurred during normal business hours, while the remaining 50% were completed outside of normal business hours. A formal analysis of the 2025 and 2026 data has not yet been completed; however, a preliminary review indicates that the 50/50 split remains generally consistent with the most recent data.

B. Sewer Access Agreements

There have been requests from various entities for access to the City's sanitary sewer system to perform investigative work. Engineering is recommending that the City develop a formal access agreement for these types of activities.

The agreement would require participating entities to provide proof of insurance, name the City as an additional insured, hold the City harmless, and provide indemnification. The entity would also be responsible for any damage to public or private property resulting from its activities.

Additionally, entities would be required to provide the City with copies of their findings and any information obtained through the investigation.

Current requests include Wisconsin Public Service, which is seeking access to locate private sanitary laterals, as well as a separate request to investigate sanitary sewer infrastructure in the vicinity of a former factory complex.

C. Street Obstruction Permit

As these entities perform their investigative work, their activities may require them to obstruct portions of the street or public right-of-way. Currently, the city does not have a mechanism to formally permit, track, or regulate these types of temporary obstructions.

Engineering is recommending that the city create a no-cost Right-of-Way Obstruction Permit for these activities. The permit would provide a means to document and track the work, establish appropriate conditions for the obstruction, and allow the City to better monitor and regulate activities occurring within the public right-of-way.

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

Proposed for September 2, 2026, at 5:15 pm

11. ADJOURNMENT: 6:45 pm

Katherine Dahlke made a motion to adjourn the meeting, seconded by Bill LeClair. Motion carried.

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