



Public Works Committee Meeting

Cravath Lakefront Room, 2nd floor
312 W. Whitewater St.
Whitewater, WI 53190
*In Person and Virtual

Tuesday, September 10, 2024 - 5:00 PM

MINUTES

CALL TO ORDER

The Public Works Committee Meeting was called to order by Hicks at 4:59 p.m.

ROLL CALL

Present: Smith, Hicks, Majkrzak

Absent: None

Others: Marquardt

APPROVAL OF AGENDA

It was moved by Majkrzak and seconded by Hicks to approve the agenda for the Public Works Committee meeting.

AYES: All by via voice note (3). NOES: None. ABSENT: None.

APPROVAL OF MINUTES

1. Approval of minutes from August 13, 2024

It was moved by Majkrzak and seconded by Smith to approve the minutes from the August 13, 2024, Public Works Committee meeting.

Note – one correction was made to the August 13, 2024, minutes before this meeting. Majkrzak was omitted (see highlighted addition below); however, after reviewing the audio (by Stoll) it was confirmed Majkrzak made the motion on the item regarding adding the inspection cost to paragraph (e) Cost of Inspection and Replacement.

Corrected sentence - It was moved by Majkrzak and seconded by Smith to add the inspection cost to paragraph (2) and remove the language under paragraph (3).

AYES: All by via voice note (3). NOES: None. ABSENT: None.

HEARING OF CITIZEN COMMENTS

None

NEW BUSINESS

1. Discussion and Possible Action regarding Johns Disposal Rate Increase for 2025.

Marquardt stated the City received a request from Johns Disposal asking for a \$0.37 (2.4%) per unit monthly increase as outlined below. According to the contract, Johns may request an annual adjustment up to the Consumer Price Index (CPI). The CPI is 2.4%.

	<u>2024</u>	<u>2025</u>	<u>Increase</u>
Garbage	\$9.25	\$9.47	\$0.22
Recycle	\$4.27	\$4.37	\$0.10
Bulk	\$2.06	\$2.11	\$0.05
	\$15.57	\$15.95	\$0.37

In September of 2019, Johns Disposal was approved for a recycling rate increase from \$2.59 to \$3.59 for 2020. In October 2020, Johns Disposal was approved for a recycling rate increase from \$3.59 to \$3.84 for

2021. In September 2021, Johns Disposal was approved for rate increases for garbage from \$8.29 to \$8.70, recycling from \$3.84 to \$3.85, and bulk from \$1.66 to \$1.85 for 2022. In October 2022, Johns Disposal was approved for rate increases for garbage from \$8.70 to \$9.00, recycling from \$3.85 to \$4.15, and bulk from \$1.85 to \$2.00 for calendar year 2023. In September 2023, Johns Disposal was approved for rate increases for garbage from \$9.00 to \$9.25, recycling from \$4.15 to \$4.27, and bulk from \$2.00 to \$2.06 for calendar year 2024.

The City is estimating a total count of 2,770 units for the 2025 budget. The overall increase of \$0.37 results in an overall increase of \$12,298.80 for 2025.

Since the requested increase is in line with the CPI, staff recommended approval of the rate increase for 2025 and will be sent on to the full Council for approval.

It was moved by Majkrzak and seconded by Hicks to approve the Johns Disposal Rate Increase for 2025.

AYES: Hicks, Majkrzak, Smith. NOES: None. ABSENT: None.

2. Discussion and Possible Action regarding closing Starin Road between Prairie Street and Warhawk Drive to vehicular traffic.

Marquardt stated the City received a request from the University to look at safety for pedestrians along Starin Road within the campus area. A solution the University proposes is to close Starin Road to vehicular traffic between Warhawk Drive and Prairie Street during certain hours of weekdays while school is in session. University personnel discussed this possibility at the May 7, 2024, Common Council meeting to gauge interests and hear concerns. The University is looking to further discuss this option with the possibility of doing a temporary two-week trial period of closing Starin Road to gather information.

Marquardt introduced Brenda Jones, Vice Chancellor of Finance and Administrative Affairs at UW-Whitewater and Matthew Kiederlen, Chief of Police.

Ms. Jones stated after the last Council meeting more information was requested from the University. Much of the information requested was related to traffic counts, how will the traffic will be rerouted, what will the impact be to the surrounding streets and areas, and the safety in those areas, and what are some other options. A traffic count was done while school was in session. The closure would be between Graham Street and Warhawk Drive. This area was selected because deliveries, on Starin Road, still need to be made in the area of the bookstore. It was noted, more foot traffic is concentrated from Graham to Warhawk Dr. Ms. Jones said they are still considering gates that could be brought down periodically; something like a railroad track gate. They could be put down in the morning and put up in the evening; remaining closed throughout the day. Ms. Jones stated this information is all based on guessing. Therefore, the University would like to do a trial run to see what the real impact would be. No details are known at this time, it was just a suggestion. Before this went to Council again, UW-Whitewater wanted to present this information to the Public Works Committee.

Marquardt asked if the University had an idea on what timeframe this area would be closed. Chief indicated about 6:00 a.m. – 5:00 or 5:30 p.m., Monday through Friday. Marquardt asked how would it be done. Chief stated it would consist of Type III barricades and it would be pretty obvious. They can just be pulled to the side at the end of the day. Marquardt asked what signage would be at the intersection of Prairie? Chief stated they would just put out a road closed sign at the intersection of Starin and Prairie. Chief indicated it would be the same thing at Starin and Warhawk. Ms. Jones said by putting the barricades by Graham it still allows people to turn around, if needed. Chief was also thinking of how emergency vehicles would get through without having drivers jump out and move the barricades. On the

opposite side of the road they could stagger the barricades. Ms. Jones stated in the discussion, if they were to move forward with the actual gates there would be some type of remote that would open the gates.

There was a lot of discussion regarding the logistics of where all of these vehicles would go during the time the road was closed. Will they travel down Main Street or other side streets off of Main Street and Starin Road? Chief will bring along some other ideas to the Council meeting on Tuesday, September 17, regarding the busier times on campus. Perhaps they could get a drone up in the air. That way Council will have some idea as to how the two-week trial period will work.

The two-week trial is tentatively scheduled for October 7 – October 18, 2024. The time frame will be 6:00 a.m. – 6:00 p.m., Monday through Friday. Each night the barricades would be taken down at 6:00 p.m. and put back up the next morning at 6:00 a.m. The barricades would be down for the weekend at 6:00 p.m. on Friday and back up on Monday at 6:00 a.m. Marquardt suggested a sign be put on the road closed sign as well indicating the times, so people are aware of the closure times.

Marquardt stated this discussion item will be on the Council's agenda for Tuesday, September 17, 2024.

3. Discussion and Possible Action regarding the turning movement at the southeast corner of Franklin Street and W. Main Street.

Marquardt stated this item was initially discussed at the August 13, 2024, Public Works meeting. During discussion the Committee asked for staff to look at the possibility of eliminating the right turn lane and adding a left turn arrow phase for northbound traffic. The question was also asked about Franklin Street being a truck route.

The following are approved streets for "heavy traffic": Janesville Street, South Franklin Street, North Tratt Street, Business Highway 12 and state/federal highway routes. Strand indicated in the 1980's Whitewater Street was the designated route for STH 59. At some point it got switched to Franklin Street, presumably to move traffic away from Cravath Lakefront Park. STH 59 is now routed onto STH 12 and then runs on Elkhorn Road, Milwaukee Street, and Newcomb Street.

Before Strand invested time into looking at a left turn arrow phase, they reviewed the turning movements from the left lane. From their observation, semis would still be tracking onto the grass and sidewalk. In order for semis not to track onto the grass or sidewalk, they would need to encroach 9 feet into the west bound left turn lane on Main Street.

Majkrzak stated if this is going to be a designated truck route, we need to make changes to this corner so trucks can make the turn at this corner. He also asked if it could be eliminated as a truck route.

Marquardt stated it wouldn't be possible to eliminate it because it's the only truck route, other than Elkhorn Road, that goes north/south.

Marquardt stated he could work with Strand on a design and estimate on the trucks turning from the left lane along with investigating the left turn arrow. He was thinking it would have to be a separate phase because they wouldn't want that traffic northbound backing up. Discussion would need to take place regarding the right turn lane. Delineators could be put up or the right turn area could be stripped out.

Marquardt stated Strand will work on an estimate, under the engineering account, and he will bring this information back to the Public Works Committee meeting for further discussion. At some point, it will be brought back to Council because Dawsey-Smith had requested this discussion.

Marquardt also asked Strand to include what would need to be done with traffic signals and operation to include a left turn arrow phase for northbound traffic.

FUTURE AGENDA ITEMS

None

Marquardt confirmed that Smith will not be in attendance for the October 8, 2024, Public Works Committee Meeting.

ADJOURNMENT

It was moved by Majkrzak and seconded by Hicks to adjourn the Public Works Committee meeting at 6:03 p.m.

AYES: All by via voice vote (3). NOES: None. ABSENT: None.

Respectfully submitted,

Alison Stoll

Alison Stoll, Administrative Assistant
Department of Public Works