



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

AGENDA

Citizens are welcome (and encouraged) to join our webinar via computer, smart phone, or telephone. Citizen participation is welcome during topic discussion periods.

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/81945735692?pwd=Zp6T5k5HMqLjOpEtloexzA40qdFvoy.1>

Telephone: +1 (312) 626-6799 US (Chicago)
Webinar ID: 819 4573 5692
Passcode: 606698

Please note that although every effort will be made to provide for virtual participation, unforeseen technical difficulties may prevent this, in which case the meeting may still proceed as long as there is a quorum. Should you wish to make a comment in this situation, you are welcome to call this number: (262) 473-0107.

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

A committee member can choose to remove an item from the agenda or rearrange its order; however, introducing new items to the agenda is not allowed. Any proposed changes require a motion, a second, and approval from the Committee to be implemented. The agenda shall be approved at each meeting even if no changes are being made at that meeting.

APPROVAL OF MINUTES

1. Approval of minutes from August 13, 2024

HEARING OF CITIZEN COMMENTS

No formal Committee action will be taken during this meeting although issues raised may become a part of a future agenda. Participants are allotted a three minute speaking period. Specific items listed on the agenda may not be discussed at this time; however, citizens are invited to speak to those specific issues at the time the Committee discusses that particular item.

To make a comment during this period, or during any agenda item: On a computer or handheld device, locate the controls on your computer to raise your hand. You may need to move your mouse to see these controls. On a traditional telephone, dial *6 to unmute your phone and dial *9 to raise your hand.

NEW BUSINESS

- [2.](#) Discussion and Possible Action regarding Johns Disposal Rate Increase for 2025.
- [3.](#) Discussion and Possible Action regarding closing Starin Road between Prairie Street and Warhawk Drive to vehicular traffic.
- [4.](#) Discussion and Possible Action regarding the turning movement at the southeast corner of Franklin Street and W. Main Street.

FUTURE AGENDA ITEMS

ADJOURNMENT

A quorum of the Common Council may be present. This notice is given to inform the public that no formal action will be taken at this meeting.

Anyone requiring special arrangements is asked to call the Office of the City Manager / City Clerk (262-473-0102) at least 72 hours prior to the meeting.



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

Tuesday, August 13, 2024 - 5:00 PM

MINUTES

CALL TO ORDER

The Public Works Committee Meeting was called to order by Smith at 5:01 p.m.

ROLL CALL

Present: Smith, Majkrzak

Absent: Hicks

Others: Marquardt

APPROVAL OF AGENDA

Motion made to approve the agenda by Majkrzak and seconded by Smith.

AYES: All by via voice vote (2). NOES: None. ABSENT: Hicks.

APPROVAL OF MINUTES

1. Approval of minutes from July 9, 2024

It was moved by Majkrzak and seconded by Smith to approve the Public Works Committee minutes from July 9, 2024.

AYES: All by via voice vote (2). NOES: None. ABSENT: Hicks.

*Due to technical difficulties, Hicks joined the meeting virtually at 5:04 p.m.

HEARING OF CITIZEN COMMENTS

None

NEW BUSINESS

2. Discussion and Possible Action regarding appointment of committee member to Whitewater Unified School District Transportation Committee.

The Whitewater Unified School District is resurrecting their Transportation Committee. They would like a representative from the City's Public Works Committee to represent the City. At their first meeting held on August 2, 2024, they discussed overall busing for the five schools and the number of students at each elementary school. The Committee also reviewed the previous Hazardous Areas Report. Ongoing areas of concern include: Main Street, Tratt Street, shifting of bus routes to increase at Lincoln Elementary, Elizabeth Street in front of the Middle School, the lack of crossing guards, and the pedestrian bridge, over the railroad tracks, leading to Washington Elementary from Main Street.

At the July 9, 2024, Public Works Committee Meeting, Neil Hicks and Greg Majkrzak both indicated they would be interested in serving on the Transportation Committee. A decision was not made due to Hicks not being able to attend this meeting.

At this time, Majkrzak stated he would like to pass on the opportunity. Hicks asked if Marquardt would be participating in the meetings since he knows much more about the City. Marquardt stated he would attend the next meeting as a participant, but not as a committee member. He would be there to at least answer questions as they arise.

The next meeting of the Transportation Committee is scheduled for September 12, at 5:00 p.m., at the High School. Staff recommended the Public Works Committee select a representative to attend. Hicks was okay with that arrangement.

It was moved by Majkrzak and seconded by Smith to have Hicks represent the City of Whitewater on the Whitewater Unified School District Transportation Committee.

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

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

This item was requested to be reviewed by Alderperson Dawsey-Smith. The southeast quadrant of the intersection of Franklin Street and W. Main Street is at an acute angle, making it difficult for a north bound semi to turn east on W. Main Street. Due to this angle, the traffic signal has been knocked down numerous times. To help prevent the traffic signal from being hit, concrete bollards have been placed in the terrace to protect the traffic signal. If a semi turns too sharply, the bollards are hit before the traffic signal. Street Department crews have routinely replaced one or both of these bollards throughout the years.

Ideas discussed include:

1. Create a right turn lane to accommodate the turning movement of a semi.
2. Move the traffic signal behind the existing sidewalk.
3. Eliminate the right turn lane on Franklin Street.

Hicks asked about having a green arrow to turn left in conjunction with removing the right turn lane. Marquardt will take this information back to Strand to see if this has ever been investigated. In addition, Marquardt will find out if this is a designated truck route through the City and see if Strand has any other thoughts on this item as well. Marquardt will bring this item back at the September 10, 2024, Public Works Meeting for further discussion.

4. Discussion and Possible Action regarding mandatory lead service line replacement ordinance.

The Environmental Protection Agency is mandating all lead service lines (LSL) for water be replaced. To comply with this, Water Department staff inventoried the water lateral material both on the public and private side. Staff is looking at replacing these LSL in 2025 and has submitted a Safe Drinking Water Loan application to receive below market interest rate funds to help pay for the project. On the private side, staff is anticipating receiving up to 100% principal forgiveness, meaning the property owners will not have to pay for their private side LSL replacement. One of the categories in the application that is

helping the City receive up to 100% principal forgiveness is the project is replacing all the LSL as part of one project. To help comply with this initiative, it is imperative that all property owners work with the City to replace their LSL. To help ensure this, the City should adopt, as many communities across the state are doing, or have done, a mandatory LSL replacement ordinance.

At the July 13, 2024, Public Works Committee Meeting, the Committee directed staff to draft a Mandatory Lead Service Line Replacement Ordinance and bring it back to the Committee for review.

The financial impact is tied to the principal forgiveness the City will be receiving with compliance of all LSL being replaced as part of the project. The estimated principal forgiveness is \$1,350,000.

In order to ensure all LSL are replaced as part of the project, staff believes that a mandatory replacement ordinance is needed. Property owners who are reluctant to allow City staff, contractors and/or inspectors into their building, as part of the LSL replacement project, would be responsible for 100% of the replacement costs and possible additional penalties. Staff recommended a motion to approve the attached Mandatory Replacement Ordinance and send to Council for adoption.

Committee members discussed the proposed ordinance Requiring Lead Service Line Replacements:

The only significant change suggested was the following:

(e) Cost of Inspection and Replacement.

- (1) The Utility shall request bid prices to calculate the cost for each private lead water service lateral replacement. The unit bid price shall include removing the entire lateral from the curb stop box to the water meter inside of the house, replacing all lead piping with suitable material from the curb stop box to the water meter inside of the house, and appropriate restoration.
- (2) If funding is available to the Utility, the replacement of lead water service from the curb stop box to the water meter inside the property will be done at no cost to the property owner, **[including the inspection cost]**.
- ~~(3) If funding for this Program does not cover inspection costs, the Utility will provide funding for all costs up to the last \$500 for replacing private water service lines containing lead, with the property owner responsible for the last \$500 to offset the inspection costs.~~

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

Marquardt stated this will be added to the Common Council meeting agenda on Tuesday, August 20, 2024.

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

5. Discussion and Possible Action regarding changing downtown parking from 2-hour parking to 4-hour parking after 4:00 pm.

Marquardt stated Economic Development Director, Taylor Zeinert, heard from some downtown businesses regarding the 2-Hour Parking. They would like it changed to 2-Hour Parking from 7 am. to 4 pm. and 4-Hour Parking after 4 pm. Zeinert asked Marquardt for his thoughts and also asked that it be brought to the Public Works Committee for discussion. Committee members were given a copy of Marquardt's comment that he sent to Zeinert.

Smith liked the idea of just having the specific downtown area on Main Street having the 4-Hour parking, but leaving the rest the way it is to encourage foot traffic and therefore using the parking lots.

Hicks stated personally he liked Marquardt's response. We have those public parking lots all within one or two blocks. He would like to see people using those lots and maybe just leave the parking downtown the way it is. With that said he doesn't have a strong opinion either way.

Majkrzak stated he didn't have a strong opinion as well. He does like to support our staff and it came from business owners downtown. He thinks we owe it to at least bring it to Council for their input.

Marquardt will take these comments back to Zeinert and he'll see what she wants to do with them and how she wants to proceed. It can always go to Council if Zeinert wants to proceed.

6. Discussion and Possible Action regarding Strand Task Order 24-07, 2024 Southwest Tower Verizon Cellular Review.

Verizon submitted a building permit for the installation of their antennae on the Southwest Water Tower. To ensure everything proposed does not interfere with the performance of the Water Tower, Strand Associates will review Verizon's proposed additions, prepare comments and provide site visits to observe construction work.

The estimated cost based on an hourly rate is estimated at \$12,500. Per the Lease Agreement with Verizon, Verizon will reimburse the City up to \$7,500 for Engineering review costs.

It was moved by Majkrzak and seconded by Smith to approve Strand Task Order 24-07, 2024 Southwest Tower Verizon Cellular Review.

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

FUTURE AGENDA ITEMS

None at this time.

Marquardt stated UW-Whitewater will be at the next Public Works meeting in September to talk about a Starin Road closure. Therefore, it will be on the Public Works Committee Meeting agenda for September 10, 2024.

ADJOURNMENT

It was moved by Majkrzak and seconded by Smith to adjourn the Public Works Committee Meeting at 6:44 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



Public Works Agenda Item

Meeting Date:	September 10, 2024
Agenda Item:	Johns Disposal Rate Increase
Staff Contact (name, email, phone):	Brad Marquardt, bmarguardt@whitewater-wi.gov , 262-473-0139

BACKGROUND
(Enter the who, what when, where, why)

Staff 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	<u>\$2.06</u>	<u>\$2.11</u>	<u>\$0.05</u>
	\$15.57	\$15.95	\$0.37

PREVIOUS ACTIONS – COMMITTEE RECOMMENDATIONS
(Dates, committees, action taken)

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.

FINANCIAL IMPACT
(If none, state N/A)

The City is estimating a totter 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.

STAFF RECOMMENDATION

Since the requested increase is in line with the CPI, staff’s recommendation is for the Committee to recommend approval of the rate increase for 2025 to the full Council.

ATTACHMENT(S) INCLUDED
(If none, state N/A)

1. 2025 Johns Rate Increase



P.O. BOX Item 2.
 WHITEWATER, WI 53190
 262-473-4700 • Fax: 262-473-6775
 www.johnsdisposal.com
 email: office@johnsdisposal.com

DISPOSAL SERVICE, INC.

August 27, 2024

The City of Whitewater
 Attn: Brad Marquardt – Public Works Director
 312 W. Whitewater St.
 Whitewater, WI 53190

Re: 2025 Rates

Dear Brad,

We have had another excellent year of collection this year in the city with very few resident complaints. Our educational focus for the next 18 months in conjunction with all of our municipal partners is focused entirely on keeping batteries out of your residential collection containers – specifically rechargeable batteries. When compacted or impacted in the wrong way, even fully discharged batteries can start on fire often causing significant damage to our fleet and / or facilities. **Please help us to remind residents that they must work diligently to keep these out of their garbage and recycling receptacles!**

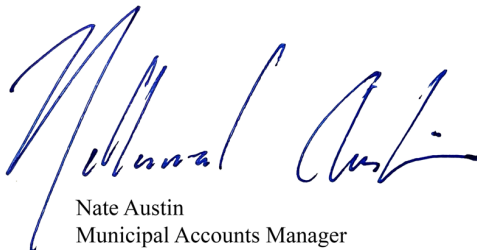
We are requesting a 2.4% cost of living increase as outlined below:

SERVICE	2024	2025	INCREASE
GARBAGE	\$9.25	\$9.47	\$0.22
RECYCLE	\$4.27	\$4.37	\$0.10
BULK	\$2.06	\$2.11	\$0.05
TOTAL	\$15.58	\$15.95	\$0.37

Please do not hesitate to reach out to me directly at 262-473-4700 ext. 224 if you have any questions about this proposal or would like to schedule a meeting.

Sincerely,

Sincerely,



Nate Austin
 Municipal Accounts Manager



Public Works Agenda Item

Meeting Date:	September 10, 2024
Agenda Item:	Starin Road Closure
Staff Contact (name, email, phone):	Brad Marquardt, bmarguardt@whitewater-wi.gov , 262-473-0139

BACKGROUND
(Enter the who, what when, where, why)

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.

PREVIOUS ACTIONS – COMMITTEE RECOMMENDATIONS
(Dates, committees, action taken)

N/A

FINANCIAL IMPACT
(If none, state N/A)

Unknown

STAFF RECOMMENDATION

Staff has no recommendations at this time. Attached are questions/comments initially jotted down and subsequently shared with University personnel. The Police and Fire Department will also be present to help answer questions.

ATTACHMENT(S) INCLUDED
(If none, state N/A)

1. UWW Request
2. Public Works Director Comments
3. DOT Traffic Count Map



Police Department

Problem-solvers, Accountable, Compassion, Thoughtful

Starin Road Considerations

Overview

This document is intended to provide an overview of the situation and potential solutions. Further details can be provided and researched as may be deemed necessary.

Starin Road is a significant, east-west, roadway through the heart of the UWW main campus. The roadway spans to the eastern and western borders of campus from Koshkonong Drive to Prairie Street. There are 10 north-south crosswalks within this section of roadway. To the north of Starin Road are all but one of the University’s Residence Halls and to the south the vast majority of the academic facilities. This configuration requires, at a minimum, approximately 4000 resident students to cross Starin each instructional day. This does not include the additional commuter students, staff and faculty utilizing the northern parking lots of 4, 7, 9, 11, 18, and 19.

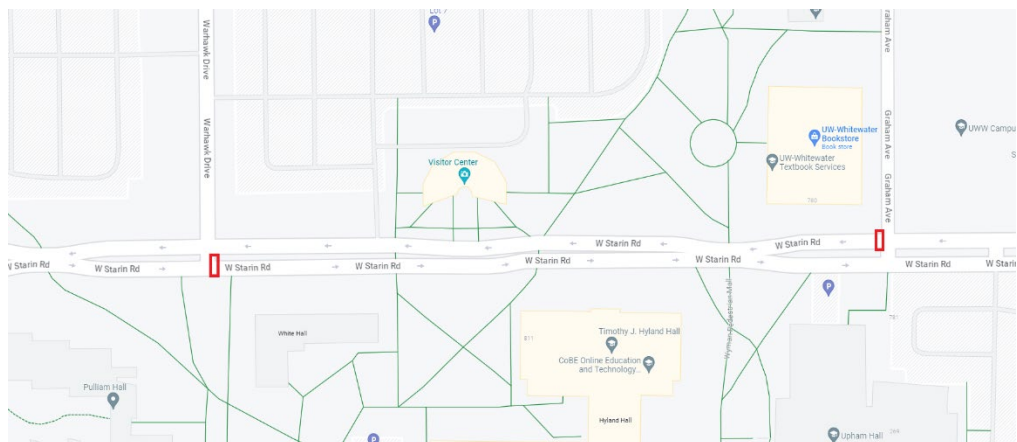
Current Situation

University Police Campus Service Officers (student CSOs) have been staffing the two main crosswalks on Starin Road for approximately 12 years. The crosswalk closest to the University Bookstore and the one adjacent to Pulliam Hall have been routinely staffed. These two points were chosen based on pedestrian patterns, vehicle flow, points of constriction and comingling were determined.

Unfortunately, over the past several years, University Police have found it increasingly difficult, if not impossible, to find individuals willing and able to work in a crossing guard position. This has resulted in only the crosswalk nearest the bookstore being staffed, again based on slightly higher pedestrian levels at that crossing. Having only one crosswalk staffed results in significantly reduced effectiveness in vehicle traffic movement, higher levels of vehicle to pedestrian interactions and greater likelihood of accident.

Suggestions, Considerations and Concerns

It is the recommendation of the University Police to close Starin Road between the intersections of Warhawk Drive/Starin Road and Graham Ave/Starin Road, creating a pedestrian



mall. A mall area would provide for the continuous safe movement of students, staff, faculty and community members throughout the heart of campus.

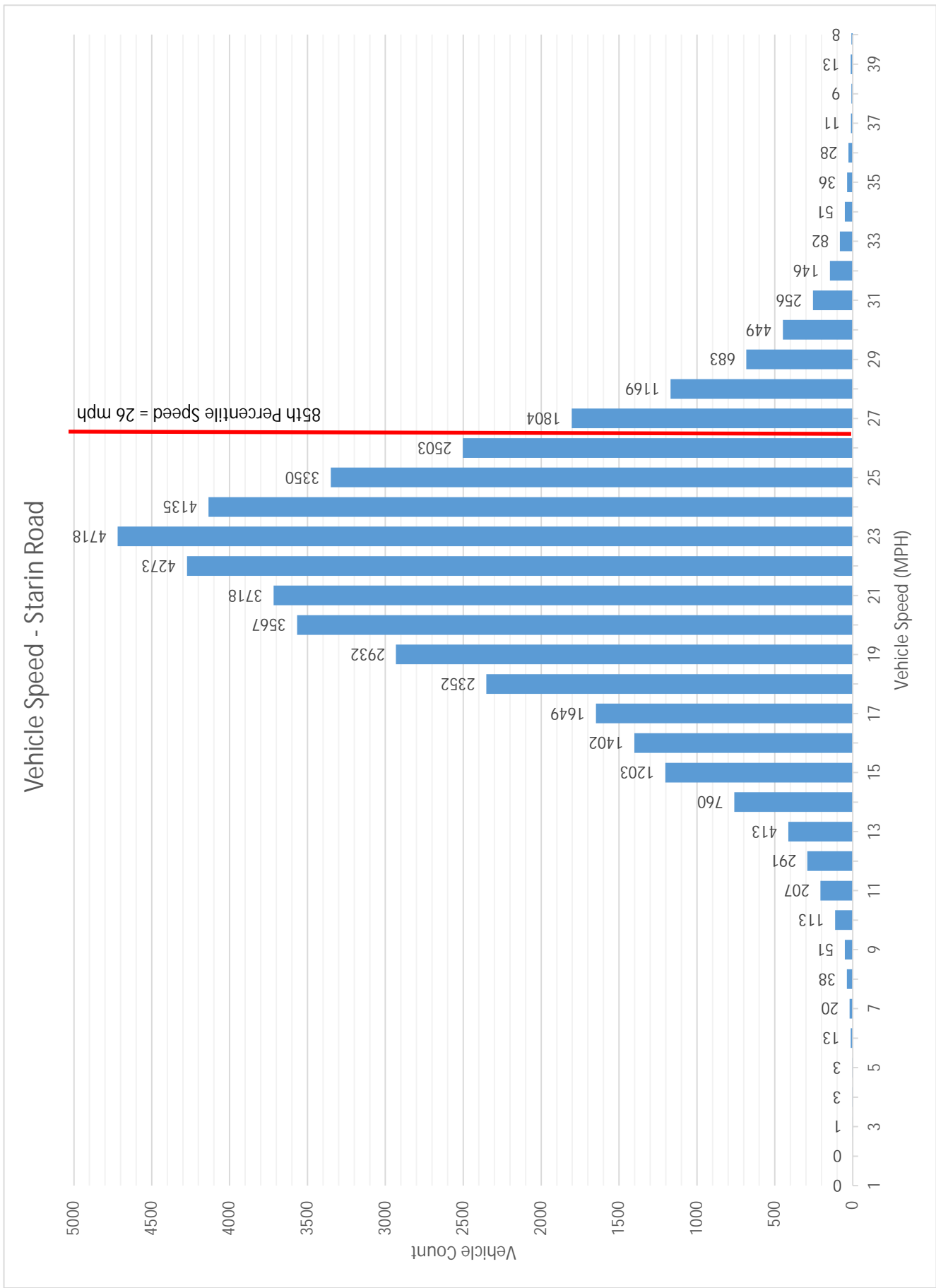
A secondary recommendation would be the installation of gates at the above intersections to restrict traffic during the highest pedestrian timeframes, approximately 7:30am to 5:00pm Monday through Friday. There are a number of potential gate types from manual to automatic, timed or remote operated. Installing gates, as pictured on the previous page, in the appropriate southern eastbound lane and northern westbound lane, would still allow for emergency vehicles to transit without gate operation when necessary. Snow removal could be facilitated with a remote control or personnel coordination.

A tertiary solution would be the use of Limited Term Employment (LTE). The hiring of 4-5 LTE Security Guard classification individuals specifically for crosswalk duties and other duties as assigned. This would be a costlier endeavor and may encounter the same personnel issues as described with the CSOs.

Final potential resolutions include continuing as is or complete discontinuation of crosswalk duties. Neither of these are considered practical and hold potentially negative outcomes.

Count Location: Starin Road
 Count Begin: 1/28/2024 12:00 PM
 Count End: 2/9/2024 4:00 PM

Daily Count and Speed Average											
Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Weekly Avg	Week Day 85% Avg Speed
0:00	19	35	43	41	54	50	57	38	54	43	25.6
1:00	9	11	15	20	33	32	57	18	45	25	27.3
2:00	5	11	12	18	26	19	14	14	17	15	27.1
3:00	17	23	21	21	15	12	13	19	13	17	29.8
4:00	33	32	41	35	32	24	16	35	20	30	27.8
5:00	57	57	61	49	44	24	15	54	20	44	27.0
6:00	75	81	85	87	74	31	16	80	24	64	26.9
7:00	189	205	187	191	156	63	23	186	43	145	25.8
8:00	209	194	221	178	206	73	48	202	61	161	24.1
9:00	232	252	245	226	157	104	65	222	85	183	23.2
10:00	219	213	231	198	195	120	99	211	110	182	23.4
11:00	162	170	213	186	233	160	121	193	141	178	24.4
12:00	252	262	269	267	262	199	104	262	152	231	23.6
13:00	231	244	235	269	270	201	167	250	184	231	24.0
14:00	213	214	213	232	243	201	182	223	192	214	25.5
15:00	282	292	300	310	144	202	198	266	200	247	24.2
16:00	299	320	317	331	229	272	190	299	231	280	24.0
17:00	282	312	276	298	214	181	222	276	202	255	24.8
18:00	222	249	265	260	150	213	188	229	201	221	24.9
19:00	196	224	202	181	152	157	180	191	169	185	25.4
20:00	163	174	164	154	126	130	152	156	141	152	25.9
21:00	98	111	135	139	88	119	103	114	111	113	26.4
22:00	75	85	76	101	83	102	70	84	86	85	26.6
23:00	54	46	51	56	61	42	44	54	43	51	26.1
Totals	3593	3817	3878	3848	3247	2731	2344	ADT	3351	AWDT	3677
% of Total	15.32%	16.27%	16.53%	16.40%	13.84%	11.64%	9.99%				



General

- How will Emergency vehicle access be allowed?
- How will snowplowing during winter be handled?
- Should there be advance warning signs for when street is closed? What would these say?
- How are deliveries handled to various buildings within the closed section (I saw a delivery van parked in front of Hyland Hall)?
- Could cause other safety concerns, such as students thinking they are within the “closed” section but aren’t, or not realizing what time it is and thinking section is closed but it isn’t.

East Bound Traffic

- Major pedestrian crossing between Prince and Warhawk still remains. Recommend to close and have students cross Starin Road within closed section or at Prince Street.
- Eliminate west crosswalk crossing Starin Road at Warhawk Drive.
- Would a stop sign stop be required on Starin at Warhawk when Starin is closed? Don’t need it when not closed.
- Should signs be installed for no u turn?
- Could cause impatient drivers wanting to turn north onto Warhawk and having to wait for hundreds of students crossing Warhawk.
- Unknowing drivers have long, out of way path to continue east.
- What is drop off in front of Hyland Hall used for?

West Bound Traffic

- If closed after Graham, unknowing drivers have to make u turn. Should it be closed at Prairie? This would result in a new driveway needed for police department/Lot 16 out to Prairie. Also, would then require a gate for exit out of Lot 14 onto Starin.
- What is drop off in front of Visitor Center used for?
- Closure at Graham is long way from Prairie intersection. Drivers would not know if open or closed.

Other options

- Eliminate mid-block cross walk between Prince Street and Warhawk Drive, and both crossings on each side of Visitor Center. Install traffic signals at Warhawk and at midblock crossing by Bookstore.



Public Works Agenda Item

Meeting Date:	September 10, 2024
Agenda Item:	Turning movement at Franklin Street and West Main Street
Staff Contact (name, email, phone):	Brad Marquardt, bmarguardt@whitewater-wi.gov , 262-473-0139

BACKGROUND
(Enter the who, what when, where, why)

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 has indicated that 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. As can be seen in the attached picture, 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.

PREVIOUS ACTIONS – COMMITTEE RECOMMENDATIONS
(Dates, committees, action taken)

N/A

FINANCIAL IMPACT
(If none, state N/A)

Unknown

STAFF RECOMMENDATION

Staff has no recommendation at this time.

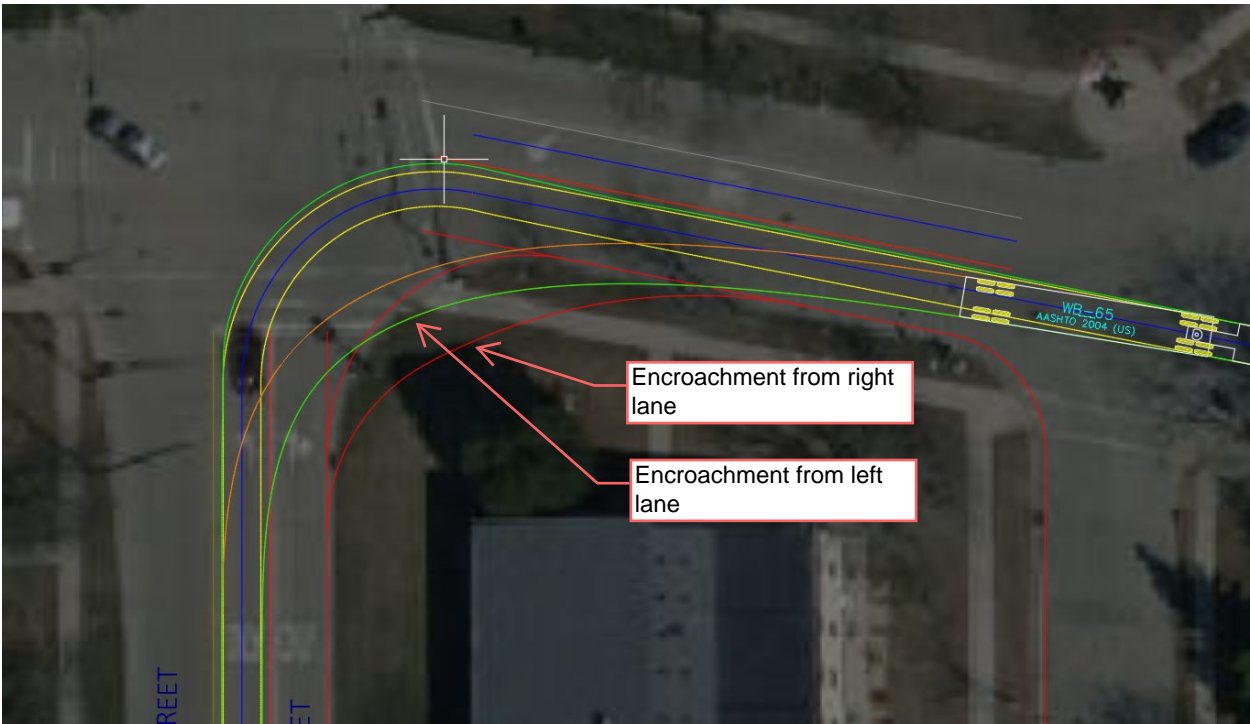
ATTACHMENT(S) INCLUDED
(If none, state N/A)

- Franklin Street Turning Movements

Turning Movement From Right Lane



Turning Movement From Left Lane



Turning Movement to Not Encroach on Grass/Sidewalk

