

**CITY OF EDGERTON
CITY HALL
12 ALBION STREET
EDGERTON, WI**

PUBLIC WORKS COMMITTEE
Monday, December 10, 2018 at 6:00 p.m.

1. Call to order; Roll Call.
2. Confirmation of Appropriate Meeting Notice Posted on Friday, December 7, 2018.
3. Approve October 1, 2018 Public Works Committee Meeting Minutes.
4. Consider means to address speeding concerns on Dickinson Avenue.
5. Consider parking restrictions on Henderson St.
6. Staff Report
7. Adjourn.

cc: All Commission Members City Administrator All Council Members
Department Heads City Engineer Newspapers

NOTICE: If a person with a disability requires that the meeting be accessible or that materials at the meeting be in an accessible format, call the City Administrator's office at least 6 hours prior to the meeting to request adequate accommodations. Telephone: 884-3341

"Notice is hereby given that a majority of the Common Council is expected to be present at the above scheduled noticed meeting to gather information about a subject over which they have decision-making responsibility. The only action to be taken at this meeting will be action by the Public Works Committee."

**OCTOBER 1, 2018
PUBLIC WORKS COMMITTEE MEETING MINUTES
CITY OF EDGERTON**

Chair Debbie Olson called the meeting to order at 6:00 P.M. Committee members present were Debbie Olson, Mark Wellnitz and Jim Burdick. Also present were City Administrator Ramona Flanigan, Public Works Director Tom Hartzell, Interim Police Chief Randy Meehan, Alderperson Matt McIntyre, Mayor Christopher Lund, and Tom Klubertanz.

Flanigan confirmed the agendas were properly posted on Friday, September 28, 2018 at the Post Office, Edgerton Library and City Hall.

APPROVE MINUTES: A Wellnitz/Olson motion to approve the September 17, 2018 Public Works Committee minutes passed, all voted in favor.

CONSIDER POLICY FOR TREE PLANTING WITH STREET PROJECTS: During a street reconstruction project, street trees may be required to be removed. Staff recommends the City adopt a policy that street tree planting be included with all street reconstruction projects. If adopted construction plans would include the location, type, and cost of trees. Olson would like residents to have input into the tree type. Hartzell recommended telling residents they will could input.

A Wellnitz/Burdick motion to include street trees in reconstruction projects pass, all voted in favor.

CONSIDER PROCEDURE FOR NEW SUBDIVISION STREET TREE INSTALLATION: The City adopted an ordinance that requires the planting of street trees with new subdivisions. Three procedures were presented to implement the ordinance. Please see attached options. Public Works Director Hartzell recommends alternative procedure #3: require tree payment with building permit; city purchases and plants tree.

A Burdick/Wellnitz motion to require tree payment with building permit with city purchases and plants tree passed, all voted in favor.

CONSIDER ORDINANCE FOR REMOVAL OF TREES ON PRIVATE PROPERTY: The city has seen a rise of dead or dying Ash trees on private property. The current ordinance regarding dead, diseased or dangerous trees needs to be clarified to ensure the City has procedures to require that property owners remove problem trees or have the City perform the work if it is not completed. Olson was concerned if the City completed the work what options would be available for payment from citizens. Flanigan stated options would be need to be discussed further. Committee recommends staff prepare a draft ordinance for consideration.

STAFF REPORT: Hartzell stated the department is completing patching of several streets.

Being no other business before the Committee, an Olson/Burdick motion to adjourn passed, all voted in favor.

Ramona Flanigan/jas
City Administrator

Memo

To: Public Works Committee

From: Staff

Date: 12/6/2018

Re: December 10, 2018 Meeting

Control of speeding on Dickinson Ave: Residents continue to request excessive speeding be addressed on Dickinson Ave. Included in your packet are some engineering studies that review effective solutions to reduce traffic speed.

Alternative #1 -Require escrow at occupancy if tree is not planted:

Advantages:

- Fewer number of escrows to keep track of than Alt #2
- PW Dept does not have to plant trees

Disadvantage:

- Bld inspector has to remember with each permit to hold off on issuing occupancy until the escrow is paid.
- PW Dept does not know when trees are planted and does not know when to start maintenance.
- PW Dept has little input regarding tree quality, size, location

Alternative #2 - Require Escrow at building permit time for all trees

Advantage:

- Building inspector adds this to the permit so it does not require inspector to remember at occupancy time.
- PW Dept does not have to plant trees

Disadvantage:

- We have more escrow payments to track
- PW Dept does not know when trees are planted and does not know when to start maintenance.
- PW Dept has little input regarding tree quality, size, location

Alternative #3 - Require tree payment with building permit; city purchases and plants tree

Advantage:

- PW dept has total control over tree planting and timing.
- Building Inspector does not have to track trees
- No need to account for escrowed funds. Need to make list of housing units that have paid their tree fee.

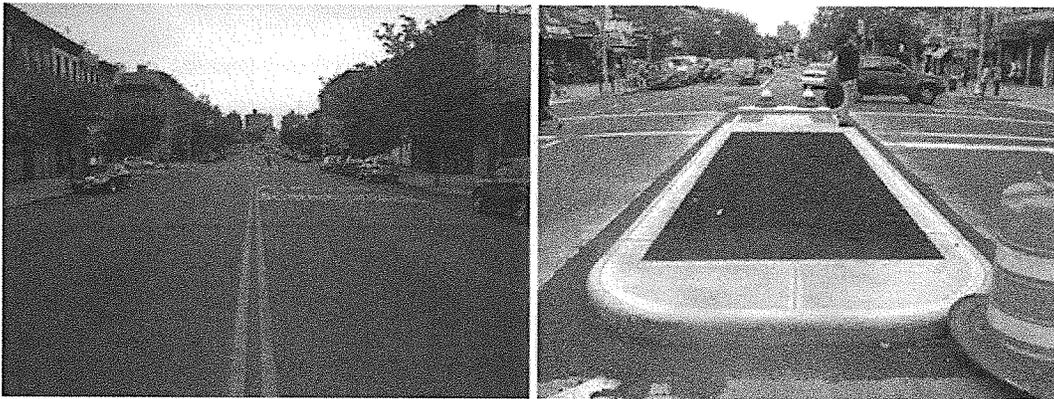
Disadvantage:

- Our staff has to order and plant trees.

STREETS BLOG

To Get Safer Streets, Traffic Lights and Stop Signs Aren't the Answer

By Noah Kazis | Apr 26, 2011 |  27



The addition of pedestrian refuge islands and bike lanes narrowed Brooklyn's Vanderbilt Avenue, slowing down speeding traffic and improving safety through changes to street geometry.

When faced with the question of how to fix a dangerous street, the first instinct of many New Yorkers is to call for the most familiar symbols of regulating cars: the stop sign and the traffic light. Nothing, they think, could more effectively force dangerous drivers to stop speeding through their neighborhood than these familiar red symbols. Just this month a community group in Manhattan Beach, Brooklyn asked the city to remove a bike lane and zebra stripes from Oriental Boulevard — measures that have a real traffic-calming effect — and add a new traffic signal where the road intersects with Falmouth Street. But stop signs and traffic signals are usually ineffective, even counterproductive, if the goal is to make streets safer.

Sometimes, the demand for traffic control devices is driven by good intentions, as when City Council Member Karen Koslowitz urged the city last year to stop treating Queens Boulevard “like it’s a highway” and instead make it a “pedestrian-crossing street.” Koslowitz was calling for a new traffic light at the intersection of Queens Boulevard and 80th Road.

Other times, it’s part of an attack on more effective traffic calming measures. During Dov Hikind’s epic tirade against NYC DOT at a Brooklyn Community Board 12 hearing last December, the assembly member contrasted the construction of pedestrian refuges on Fort Hamilton Parkway with his long campaign to get a traffic light installed elsewhere in his district. “You know, because you live there, you know how dangerous that corner is. I had a situation on East 4th and M, where



people died, and the Department of Transportation turned down the traffic device four times,” said Hikind. Eventually he prevailed and a traffic light was installed at the location.

These fights — which local politicians apparently relish — can last years. Together, Peter Vallone Sr. and Jr. fought for a traffic signal at 21st Street and 30th Drive in Astoria for 41 years before a light was installed in 2008. Requests for stop signs or traffic lights are so common that the City Council recently passed a law requiring DOT to explain to community boards and Council members why it rejects them.

Each case is different, but in the aggregate, the reason traffic control devices aren’t installed more frequently is quite simple: They tend to make streets less safe, not more.

Reid Ewing, a professor at the University of Utah, literally wrote the book on traffic calming — the Institute of Transportation Engineers’ *Traffic Calming: State of the Practice*. “They’re good for traffic control,” said Ewing of stop signs and traffic lights. “They’re not so good for traffic calming.” In other words, they help make traffic flow in a more orderly fashion, but not necessarily in a safer one.

“We kind of panned stop signs as a traffic calming measure,” continued Ewing. “They don’t do a lot for speeding, because there’s a tendency for drivers to make up for the lost time.” That can lead to increased speeds midblock. Ewing did say that with enough stop signs, drivers will avoid a street altogether, reducing the number of cars but not the danger of each one.

Sam Schwartz, the former New York City Traffic Commissioner, explained another problem with using stop signs as traffic calming devices. Schwartz said that if a stop sign doesn’t seem to belong in a location, some drivers will ignore it. “It may result in people crossing thinking they’re fully protected, when some driver thinks a stop sign doesn’t belong there and drives right through,” he said. “Putting the wrong traffic control device in can be a mistake, sometimes a fatal mistake.”

Similar problems arise if you install a traffic light where it doesn’t belong. “You’ll find the side street speeds



Residents of Manhattan Beach know they have a speeding problem, but some mistakenly think that replacing this bike lane with new traffic signals will solve it. Photo: <http://www.qaptainqwerty.com/2010/03/manhattan-beach-re-visited.html>##Qaptain Qwerty##



This Queens Boulevard intersection, circa 2001, has plenty of traffic signals, but that doesn’t mean it was safe. Signal retiming helped some, but a major change to the street geometry would do more. Photo: <http://www.angelfire.com/ny4/expwy/qb/phqbgrand>. Saltzman##

actually increase,” said Schwartz. “When cars see the green light, they may floor it.”

Schwartz recalled a study he worked on while at DOT. A number of traffic signals that did not meet federal guidelines had been installed when local residents demanded them. “Statistically, crashes went up when traffic signals were introduced as a result of political pressure rather than the warrant,” said Schwartz. According to that report’s executive summary, crashes rose by 65 percent where unwarranted signals were installed.

In limited situations, however, retiming the signals at existing traffic lights can improve traffic safety. “Traffic signals can be timed in those few cases where you have the right spacing for a slow progression,” explained Ewing, who cautioned that “you have to have very special conditions where the signals are spaced just right.”

Schwartz pointed to Queens Boulevard, where he said signal retiming has helped pedestrians make it across the so-called Boulevard of Death. “It can work,” he said. Even on Queens Boulevard, though, Schwartz said a change to the design to the street’s geometry would have been preferable. Signal retiming also carries drawbacks like potentially increased traffic congestion and more rear-end crashes, said Schwartz.

NYC DOT posts similar reasoning on the FAQ section of its website. “In some areas where speeding is a problem, residents believe that a traffic signal is needed to address the speeding problem. In fact, traffic signals sometimes result in greater speeds as drivers accelerate to try to get through the signal before it turns red.” With regards to stop signs, DOT writes, “Studies made in many parts of the country show that there is a high incidence of intentional violations where stop signs are installed as ‘nuisances’ or ‘speed breakers.’

While speed is reduced in the immediate vicinity of the ‘nuisance’ stop signs, speeds are actually higher between intersections than they would have been if those signs had not been installed.”



Neckdowns, like this jumbo-sized one at the corner of Smith and Bergen, narrow pedestrian crossing distances, force drivers to turn more carefully, and send visual cues to slow down, providing real traffic calming and safety benefits. Photo: <http://www.streetsblog.org/2009/08/28/now-thats-what-i-call-a-neckdown/> Ben Fried

Instead of stop signs and traffic signals, street safety advocates suggest physically altering the street to slow down traffic. “Because traffic signals and stop signs are not self-enforcing — they don’t come with a physical component that requires drivers to slow down — they can easily be ignored by drivers, especially if there isn’t visible enforcement by the police,” said Transportation Alternatives safety campaign director Lindsey Ganson. “Traffic can be calmed and pedestrian safety improved

with other treatments, like speed humps or curb extensions, that are physically self-enforcing, treatments that force drivers to regulate their traveling speed.”

Acknowledging that many concerned citizens will nevertheless request stop signs or traffic signals, Ganson said that “when communities request safety improvements from the DOT it is most important to emphasize the problem and the overall need for safety improvements rather than request a specific solution.”

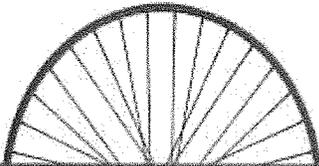
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Cuomo Comes Out Against Fare Hikes But Passes the Buck on Everything Else

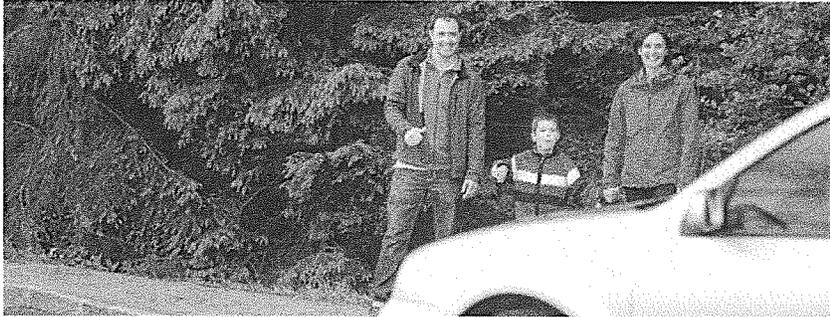
Tuesday's Headlines: So Long, Marty, We Hardly Knew Ye Edition

Here's Why Car Culture Makes the Suburbs So Awful

Stop Speeding in Your Neighborhood

April 30, 2015 /

A version of this article was printed in the September 2017 issue of [Pennsylvania Borough News magazine](#) [<http://boroughs.org/subpage.php?link=Borough%20News%20Magazine>].



A comprehensive traffic calming program that includes community education and involvement, enhanced enforcement, and engineering control is the most effective way to stop speeders and make your neighborhood safe for pedestrians.

Municipal officials frequently get calls from their residents about speeding on local streets. People are worried that they or their children might get hit by a car, or a dangerous vehicle collision could occur. These are valid concerns that need to be addressed. Unfortunately, many residents think stop signs are the way to fix the problem, and they pressure their officials to post them on their street.

But stop signs do not reduce vehicle speeds. They are meant to indicate who has the right-of-way when traffic is

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coming from different directions, and state DOTs require municipalities to conduct a stop sign warrant analysis to make sure the intersection meets the conditions necessary to require a complete stop. If a municipality installs a stop sign where it is not warranted, it can present liability concerns, and studies indicate that stop signs are not effective for reducing speed anyway.

Drivers respond more to roadway conditions than signage – especially if they feel that signage is in conflict with those conditions. In study after study, drivers who come to a stop-controlled intersection with no other traffic in the area frequently roll through the sign, slowing down for a few seconds rather than coming to a complete stop. Then they often speed up more aggressively after moving through the intersection to make up for lost time.

A study conducted in Michigan by Richard Beaubien and published by the Institute of Transportation Engineers showed that placing stop signs along a roadway increased driver speeds, rather than decreasing them, and studies in Boulder, Colorado, and California have had similar results.

Lowering the speed limit below typical roadway safety standards is also ineffective because most drivers travel at a speed they deem typical for the roadway conditions, rather than constantly checking their speedometer against speed limit signs.

So what can you do to stop speeding on your local roads?

Institute a neighborhood traffic calming program that emphasizes community involvement and combines education and enforcement with engineering techniques such as speed humps.

Educate your residents with a community awareness campaign

Studies and enforcement data history indicate that the

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majority of speeding on local roads is done by drivers who live in those neighborhoods, so a community education campaign that includes articles in the municipal newsletter or posters at community gathering places (such as schools, libraries, and recreation centers) can be very effective at increasing awareness and reducing speeds. Articles in the local newspaper or community magazine can also be helpful if the problem is significant enough to warrant it, and yard signs reminding people to slow down reinforce the point.

Back it up with enhanced enforcement

When educating the public about a speeding problem in your neighborhood, it's important to tell them why you want to reduce speeds (including information on any crashes that may have occurred or the compromised safety of pedestrians). It's also important to connect your education effort with enhanced enforcement by police and let people know that tickets will be issued. Education by itself will not deter speeders for long; the threat of fines is necessary to reduce speeding over the long haul.

Control speed with engineering devices (like speed humps), as needed

While education and enforcement can help reduce excessive speed in most situations, sometimes drivers need an extra nudge or reminder to slow down. A traffic engineer can help you install measures that will encourage or even force drivers to slow down such as speed humps, rumble strips, traffic islands, road narrowing, and pavement markings. (In another article in this series, we describe each of these measures, their cost, and their effectiveness [http://www.hrg-inc.com/reduce-speeding-with-speed-humps-and-other-traffic-control-techniques/.])

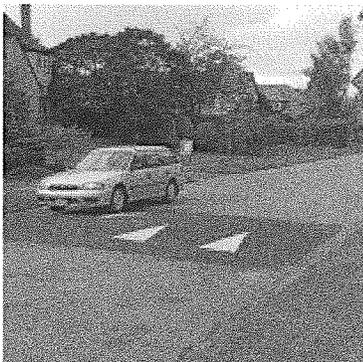
A comprehensive traffic calming program like this that combines education, enforcement, and engineering design can be very successful at eliminating speeding on local roads, but governing requires the consent of the governed. Therefore, the effectiveness of a traffic calming program

depends most of all on how invested the community is in making it work. This makes community involvement from the earliest stages very important.

Many communities find it helpful to create a committee of residents to address traffic concerns in the neighborhood. The committee can provide information on speeding and other traffic issues and work with the municipal officials, their retained engineer, and police to devise a strategy to address them. All final decisions are made by municipal officials, but the committee plays a significant role in advising them and helping to determine a solution.

Working as a team, municipal officials, law enforcement, and residents can make roadways safer for the entire community.

For more information on traffic calming programs, read our other articles:



Speed Humps and Other Traffic Control Techniques
[<http://www.hrg-inc.com/reduce-speeding-with-speed-humps-and-other-traffic-control-techniques/>]

There are many different traffic calming techniques, ranging from planting trees to constructing geometric roadway improvements. [Read a description of the most common techniques, their cost, and their effectiveness](http://www.hrg-inc.com/reduce-speeding-with-speed-humps-and-other-traffic-control-techniques/) [<http://www.hrg-inc.com/reduce-speeding-with-speed-humps-and-other-traffic-control-techniques/>].

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MEMO

To: Public Works Committee

From: Tom H.

Regarding: Henderson Street Parking

Currently parking is allowed on both sides of Henderson Street for the entire length. The street is 30 feet wide from curb to curb. With vehicles parked on both sides of the street (sometimes directly across from each other) any vehicle driving up or down the street is driving directly in the center of the street.

I recommend parking be allowed on the South side of Henderson Street from Main Street to Nunn Bush Street starting 65 feet East of North Main Street. No parking will be posted on the North side of Henderson From Nunn Bush to Main.

By doing this it will make it safer for vehicles traveling down Henderson staying on the proper side of the street without crossing the center and weaving around parked cars. This also makes it safer for vehicles turning off of Main onto Henderson by allowing a safe distance off of Main before encountering a parked vehicle to drive around making a safer intersection at Main Street.