

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

**PUBLIC SAFETY COMMITTEE  
Monday, November 21, 2022 at 5:45 p.m.**

**REMOTE PARTICIPATION:** To participate or view the meeting, please select the link to the meeting listed on the **calendar events** on the City's website home page at [www.cityofedgerton.com](http://www.cityofedgerton.com).

1. Call to Order, Roll Call.
2. Confirmation of Appropriate Meeting Notice Posted Friday, November 18, 2022.
3. Approve October 3, 2022 Public Safety Committee Minutes.
4. Discuss and Consider Animal Ordinance Amendments.
5. Discuss and Consider Pedestrian Sign Locations.
6. Police Chief Report.
7. Adjourn.

cc: All Committee Members      City Administrator  
All Council Members      Department Heads  
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 Safety Committee.

**OCTOBER 3, 2022 PUBLIC SAFETY COMMITTEE MEETING MINUTES  
CITY OF EDGERTON**

Jim Burdick called the meeting to order at 6:16 p.m. Committee members present were Jim Burdick, Paul Davis, and Tim Shaw. Also present were Police Chief Robert Kowalski, City Administrator Ramona Flanigan, Alderperson Candy Davis, Alderperson Casey Langan, and several citizens.

Chief Kowalski confirmed the agendas were properly posted on Friday, September 30, 2022 at the Post Office, Edgerton Library and City Hall.

**ELECT CHAIR:**

A Davis/Shaw motion to nominate Jim Burdick as Chair passed on a 3/0 roll call vote.

**APPROVAL OF PUBLIC SAFETY MINUTES:**

A Davis/Shaw motion to approve the April 18, 2022 Public Safety Committee meeting minutes passed, all voted in favor.

**DISCUSS AND CONSIDER DOG ORDINANCE:**

Chief Kowalski stated that Officer Cowden responded to a call on Doty St regarding a dog attacking and killing a neighbor's dog. This situation brought attention to how vague the current ordinance is. Chief Kowalski would like to discuss changes to the current ordinance at a future meeting.

**DISCUSS AND CONSIDER ISSUES WITH CROSSWALKS:**

Chief Kowalski stated the department has received numerous complaints regarding vehicles not stopping for pedestrians at crosswalks. There are a few different options that would help with this issue. One is a LED lighted cross walk sign to put up at the school that cost \$1,400-\$1,500 per sign. The second option is pedestrian crossing sign that is activated by the pedestrian and those are \$2,500-\$3,500 per sign. The third option is a radar speed sign and those are \$6,500 per sign. These options will be discussed at a future meeting.

**DISCUSS AND CONSIDER SCHOOL RESOURCE OFFICER (SRO):**

Chief Kowalski stated that there is a draft Memorandum of Understanding with the school district for the SRO position. The position would not only improve security, it would also improve relationships with the students. This position would be filled by a current officer with the department, so there would be a vacancy to fill.

**DISCUSS AND CONSIDER 2023 POLICE DEPARTMENT BUDGET:**

Chief Kowalski stated that in addition to the items already discussed earlier, other items requested in the budget are door access control upgrades, and a new patrol vehicle.

Being no other business before the Public Safety Committee, a Davis/Shaw motion to adjourn passed, all voted in favor.

Robert Kowalski/Ino  
Police Chief

# Memo

**To:** Public Safety  
**From:** Staff  
**Date:** 11/18/2022  
**Re:** November 21, 2022 Meeting

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**Proposed amendments to the animal ordinance:** Below is a summary of the policy changes in an updated ordinance:

Vicious animal: Alter the current standard for a vicious animal declaration from 3 bites in 12 months to one bite. Broaden the definition so other offenses can result in vicious declaration. The vicious declaration provision is a critical since it grants authority to the police, but does not obligate the police, to have a dog removed from the city. The authority to remove a dog from the city is not a new provision but the amendments would provide more strict standards and better guidance.

Rabies: Improve the rabies regulations and provides greater guidance for quarantining.

Impoundment: Clarify when animals can be impounded and recognizes that the City may contract with an outside agency to impound animals.

Maximum Number of Animals: Provide a justification for limiting the number of animals and provides for exceptions to the maximum number of animal rules for uses such as kennel, fostering, etc.

**Pedestrian Signs:** The budget includes the following signs:

2 lighted, programmable pedestrian crossing signs. The conversation at budget time was that these would go in the area of the schools. The Police Department is recommending one on Elm High at Ridgeway and the other on Stoughton Road at Elm High.

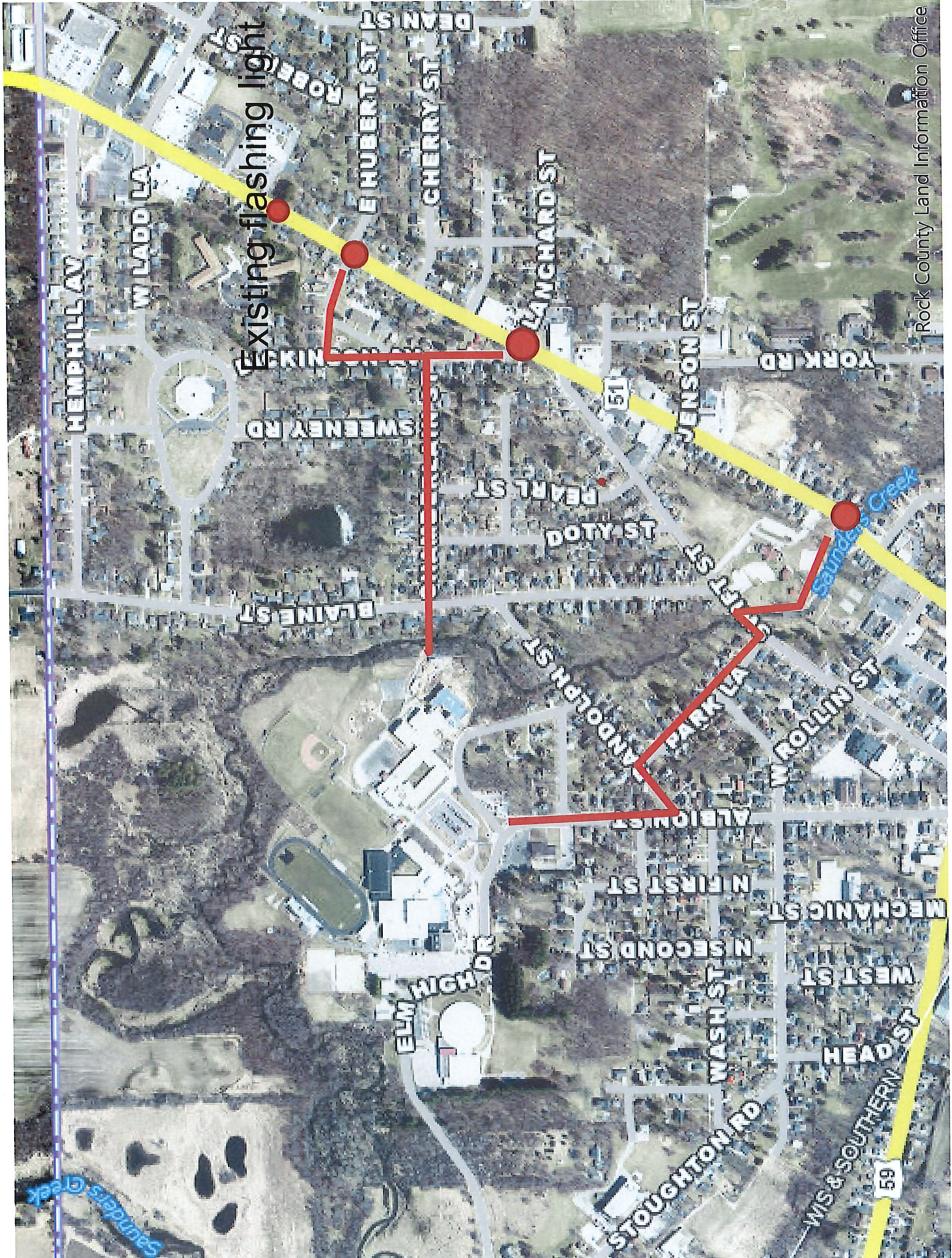
1 speed detection sign: this was planned for northeast bound (incoming) traffic on South Main Street in the area of 3 or 4 on the attached map.

2 Rectangular Rapid Flashing beacon signs: these were planned for Hwy 51 and/or Hwy 59. DOT must issue a permit for these signs if located on a state highway. (On page 2 of the attached DOT provisions document is the criteria for locating a "Warning Beacon" ). Should both of the RRFB be installed on N Main St or should one be installed on W Fulton St, or in another location?

**N Main/Hwy 51:** Assuming the school and Central Park are the most frequent destinations for pedestrians, staff provides the following observations: A RRFB sign at either Blanchard or Hubert ties in with the street network and the pedestrian bridge at the school to serve pedestrians originating in the northeast quadrant of the city. A RRFB at the pool would serve the Broadway Street neighborhood, which has a smaller population than the "Hubert" Street area. A light at pool location would be particularly valuable in the summer when the pool is open.

**W Fulton Street:** Downtown pedestrians are primarily crossing the street to get to businesses as opposed to going to one dominant destination. Based on DOT criteria, staff believes Albion St and Henry

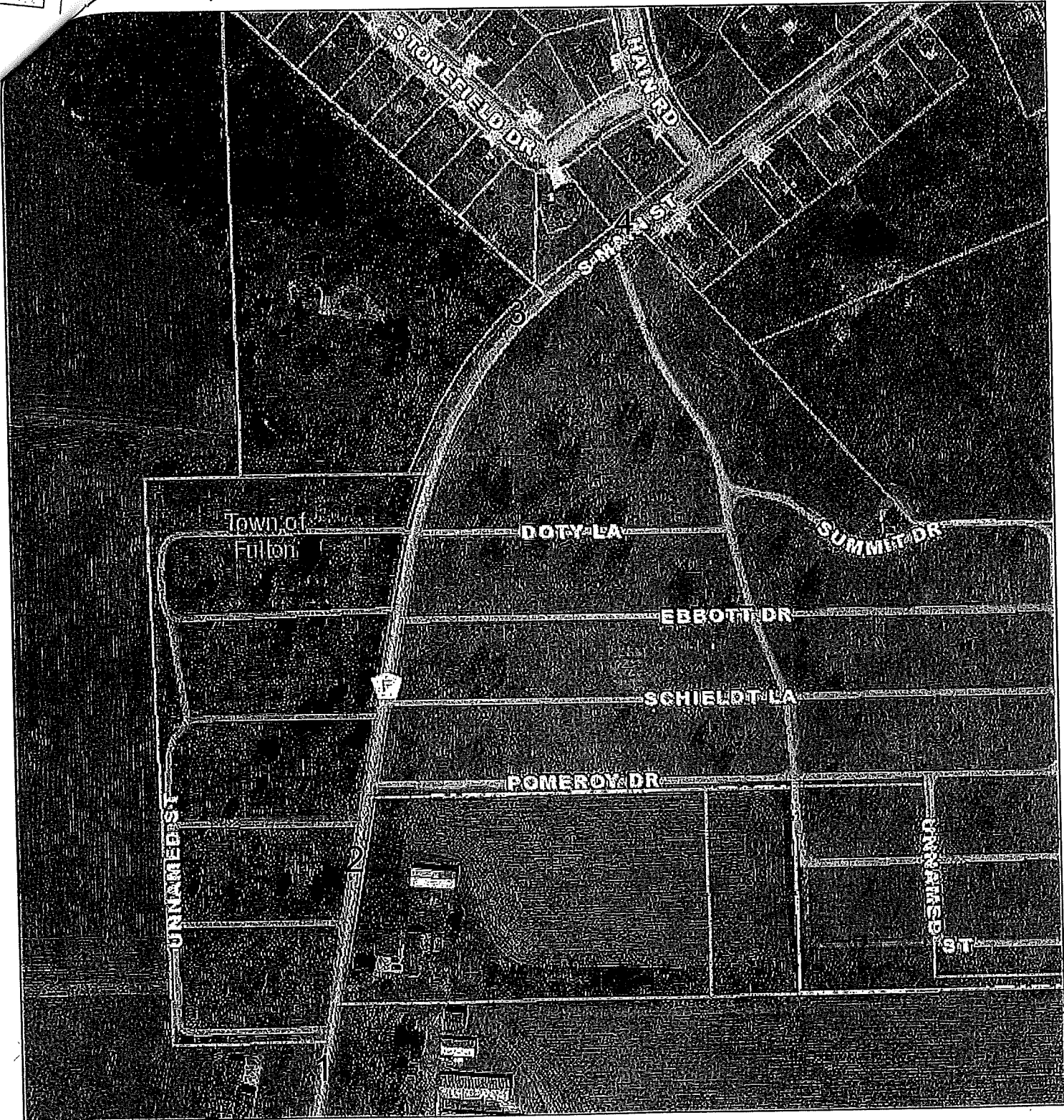
Street would not be approved, leaving Swift Street as the only option for a RRFB downtown. If a light were installed at Swift St, would people crossing Hwy 59 go to Swift St to cross or will they continue to cross at the most convenient location, many times mid-block?



Existing flashing light

Speed Sign

South Main

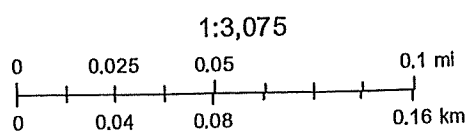


10/28/2021, 10:56:45 AM

Parcels

- Override 1
- Railroad\_4K

#3 flashing  
 #4 speed monitor sign  
 2.5- non flashing speed ahead



Rock County Land Information Office



# Traffic Engineering, Operations & Safety Manual

Chapter 4 Signals

Section 5 Beacons

July 2018

## 4-5-1 General Provisions

### GENERAL

Reference is made to the WisMUTCD Chapter [4L](#).

Flashing beacons (a.k.a. flashers, warning flashers, beacons) are a special type of signal indication used to supplement standard regulatory and warning signs. According to the WisMUTCD, flashing beacons have the following applications:

1. Intersection control beacon
2. Stop beacon
3. Speed limit sign beacon
4. Warning beacon (includes Rectangular Rapid Flashing Beacons)

Warning beacon includes Rectangular Rapid Flashing Beacons (RRFB). Flashing beacons are part of a sign, as it pertains to the provisions for allowing the installation of the beacons on highway right-of-way. Statutes [84.02 \(4\)\(c\)](#) and [86.19 \(3\)](#) convey exclusive authority for signs and warning devices on the state trunk system to the department.

This policy contains provisions for proper application, design, and permitting of flashing beacons on the STH system.

### POLICY

#### General

The following general criteria apply to all flashing beacon installations on the STH system:

1. There are two types of flashing beacons:
  - a. Red—only to be used with STOP signs
  - b. Yellow—to be used with any yellow warning (W-series) signs, speed limit, speed limit reduction, pedestrian warning and school speed limit signs

Flashing beacons **shall** only be associated with the sign installations referred to above.

2. Flashing beacons are supplementary to signs. When used, they **shall** be mounted on the same support as the sign which the beacon supplements in accordance with WisMUTCD [4L.03](#).
3. Activated flashing beacons **shall not** be approved on the STH system for use in conjunction with train crossings.
4. Emergency vehicle entrances *may* have activated flashing beacons, which will cancel after a pre-timed period of flash.
5. State-owned and permitted installations
  - a. The department *may* determine that flashing beacons are needed and *may* install and maintain them at specific sites. In this case, the regional traffic engineer **shall** make a final determination regarding the use of these devices on behalf of the department.
  - b. At locations where local authorities determine that the use of flashing beacons is desirable, a permit *may* be issued for the installation and maintenance of flashing beacons. Permitted installations are subject to the approval of the department and the conditions of this policy. Additionally, permits are revocable at the discretion of the department.

#### Application of Flashing Beacons

The following sections highlight policy items for flashing beacons that *may* be different from those represented in WisMUTCD Chapter [4L](#).

Intersection Control Beacon: Used at intersections where traffic or physical conditions do not justify conventional traffic control signals but crash rates indicate the possibility of a special need, generally located over the center of an intersection. Refer to WisMUTCD Section [4L.02](#).

Stop Beacon: Refer to WisMUTCD Section [4L.05](#).

**Speed Limit Sign Beacon:** Refer to WisMUTCD Section [4L.04](#). The department rarely, if ever, would install and maintain flashing beacons with speed limit signs or school speed limit signs. Local authorities **shall** follow the permit requirements stated below.

**Warning Beacon:** Refer to WisMUTCD Section [4L.03](#).

### Flashing Beacon Design & Installation

The following provisions pertain to the installation, operation, and maintenance of flashing beacons other than rectangular rapid flashing beacons (RRFBs) on the state trunk highway system.

1. Location
  - a. Ground mount: Flashing beacons *may* be ground mounted, where they will be approximately one foot above the sign they supplement. The sign *should* be in the lateral and vertical location as specified in the WisMUTCD Part 2 (no change). Illustrations of typical ground-mount installations are in Figure 1 below.
  - b. Overhead mount: A flashing beacon *may* be mounted on one or both sides of an overhead sign. It *may* be mounted above the sign if the entire assembly including the sign has a minimum clearance of 17 feet.
2. For state-maintained installations, the standard size of flashing beacons is 12 inches in diameter. At the discretion of the regional traffic engineer, permitted (not state-maintained) installations that are in areas with a posted speed less than 30mph *may* use 8-inch diameter beacons.
3. Ground-mounted supports **shall** be the same as are normally used to support the sign, and of the same cross-section as normally used. These **shall** be 4 x 4 or cross-drilled 4 x 6 posts, or in urban areas signal posts on concrete footings, or light poles or wood poles where speeds are low. Usage of any kind of pole **shall** be in conformance with the offsets specified in highway lighting permit policy, [FDM 11-15-1](#).
4. The installation of two posts, one for the sign and the other for the flashing beacon, is not permissible within the clear zone because of the unpredictable behavior of the combination of two posts when struck.
5. Service poles must be offset to the right-of-way line or in conformance with offsets in [FDM 11-15-1](#).
6. Service *may* drop to the top of the support, which would be extended to maintain an 18-foot minimum wire-to-ground clearance as per Wisconsin electrical code. Service *should* preferably be installed underground. In the latter case, the conduit **shall** be run up and attached to the post or pole. The control box *may* be mounted on the post or pole.
7. At the discretion of the regional traffic engineer, solar-powered flashing beacon installations *may* be allowed on the STH system provided the installation meets applicable electrical and crash standards.
8. According to [TEOpS 2-1-8](#), flashing beacons and STOP or STOP AHEAD signs that incorporate flashing displays (e.g. blinker signs) **shall not** be used at the same intersection approach.

### \* Warning Beacon (i.e., RRFBs) Design & Installation

Yellow flashers are to be used with any yellow warning (W-series) signs and school speed limit signs. Actuated blinker signs are supplementary to warning signs. When used, they **shall** be mounted on the same support as the sign which the beacon supplements in accordance with [WisMUTCD 4L.03](#).

At locations where it is determined that the use of warning sign enhancements signs is desirable, a permit *may* be issued for the installation and maintenance of these blinker-type signs. Permitted installations are subject to the approval of the Department and the conditions of this policy. Additionally, permits are revocable at the discretion of the Department.

It is recognized that the use of warning sign enhancements *may* affect STH traffic operations by increasing delay and reducing mobility, especially if used near existing signalized or stop controlled intersections. The following location criteria *should* be met prior to approval:

1. The location is an uncontrolled pedestrian crossing.
2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day *should* be met. Young (<12), elderly (>85) and disable pedestrians count 2 times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average day volumes if the crossing is in a known tourist area. *do not have data*



- 3. A minimum vehicular volume of 1,500 vehicles per day. *Hwy 59 & 51 comply with this*
- 4. Maximum of four lanes crossed, unless there is a raised median, in which case it can be six lanes.
- 5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration *should* be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location. *Henry St block is 266' long'*
- 6. Adequate stopping sight distance exists based on [FDM 11-10-5](#) or greater than 8 times the posted speed limit. *Precludes Albion St.*
- 7. RRFBs **shall** use a much faster flash rate and **shall** provide 75 flashing sequences per minute (except for existing RRFBs that follow FHWA IA-11). According to [IA-21](#), the left and right RRFB indications **shall** operate using the following sequence:

RRFB Flash Pattern												
Beacon	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.25 sec
Left	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF
Right	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	ON	OFF	ON	OFF

The use of warning sign enhancements *may not* be appropriate at locations where there is a combination of both high traffic volumes and high pedestrian volumes. In these situations, there *may* be an increase in crashes and/or delay that make the use of the actuated blinker signs inappropriate. Instead a traffic signal or Pedestrian Hybrid Beacon (PHB) *should* be considered, if feasible.

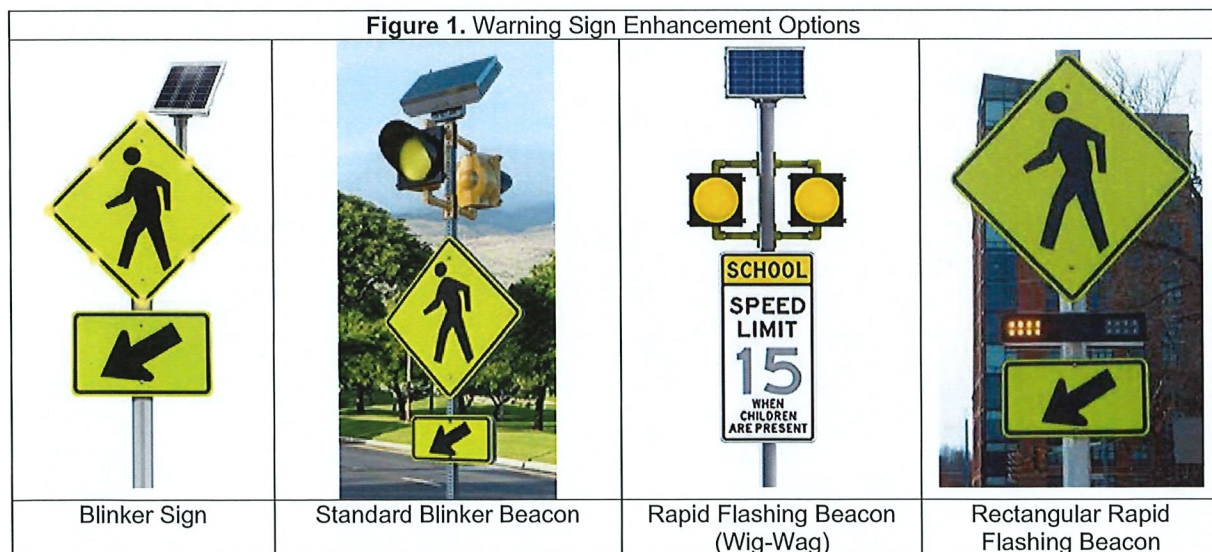
Consideration *should* also be given to spacing between pedestrian crossings – both uncontrolled as well as those supplemented with warning sign enhancements. These blinker-type signs are highly visible and therefore can be confusing or distracting to drivers if there are too many within their field of vision at one time. Historically, 1,200 feet has been a rule of thumb for minimum spacing.

**Warning beacon types**

There are four options that *may* be used to enhance pedestrian and school warning signs:

1. Blinker Sign. Refer to TEOpS 2-1-8 for application criteria.
2. Standard Blinker Beacon. Refer to TEOpS 4-5-1 for application criteria.
3. Rapid Flashing Beacon (Wig-Wag).
4. Rectangular Rapid Flashing Beacon (RRFB). RRFBs can only be pedestrian actuated.

These devices can be pedestrian actuated and/or time-of-day programmed.



As of March 20, 2018, FHWA has granted interim approval ([IA-21](#)) for the optional use of the RRFB as a pedestrian-actuated conspicuity enhancement to supplement standard pedestrian crossing or school crossing signs at uncontrolled marked crosswalks to any jurisdiction that submits a written request to FHWA. WisDOT received statewide approval from FHWA to allow all jurisdictions to install an RRFB. The jurisdiction must agree to furnish a list of locations where RRFBs are installed, acknowledge that FHWA has the right to rescind the

interim approval at any time and acknowledge that the interim approval does not guarantee that the provisions will be adopted into the WisMUTCD.

### PERMITTING OF FLASHING BEACONS

Any improperly installed electrical equipment *may* pose a hazard to the public. As such, the department spells out general and specific conditions, which are part of the permit agreement. These conditions are incorporated into the permit form, [DT1877](#), a copy of which is appended to this policy. The WisMUTCD Chapter [4L](#) and specific conditions stated above **shall** also be followed for flashing beacons installed on all state trunk highways. Flashing beacons installed on connecting highways **shall not** require a WisDOT permit.

The following information provides conditions and processes related to the issuance of permits:

1. Permit applications **shall** be received, and permits issued, by the appropriate regional office.
2. Permits for flashing beacons *may* only be issued to municipalities, not to private individuals at agencies, or to power companies. This *should* result in working with the most responsible and objective agency associated with the safety problem being addressed.
3. The region *may* rightfully deny the issuance of the permit. Reasons for denial *may* include: lack of need, conflict with other traffic control devices, vulnerable location, lack of confidence in the maintaining ability of the subject agency, or knowledge that the request is due to reaction rather than long term need of commitment.
4. The region *may* revoke the permit for any of the reasons above, especially regarding lack of maintenance, as well as for reasons cited on the permit itself.
5. For permitted flashing beacons installed on signal standards, Standard Detail Drawings [9C2](#), [9C3](#), and [9E7](#) *should* be made part of the permit. SDDs [9C5](#) and [9D3](#) for control cabinet installations *may* also apply.
6. In the event of the reconstruction of the highway, reasonable notice *should* be given to the municipality to allow their removal of the equipment and arranging for disconnecting the electrical service.

**Figure 1.** Standard Flashing Beacon Installations for Rural & Urban Districts

