

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

PUBLIC WORKS COMMITTEE
Monday, November 23, 2020 at 6:00 p.m.

NOTE: PER EMERGENCY ORDER FACE COVERINGS ARE REQUIRED

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

1. Call to order; Roll Call.
2. Confirmation of Appropriate Meeting Notice Posted on Friday, November 20, 2020.
3. Consider Approval of September 28, 2020 minutes.
4. Discuss parking restriction on Randolph Street.
5. Discuss natural lawn ordinance.
6. Consider home compost bins.
7. Consider community garden policies.
8. Discuss striping reconfiguration of Main Street.
9. Staff Report
10. Adjourn.

cc: All Commission Members
Department Heads

City Administrator
City Engineer

All Council Members
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."

**SEPTEMBER 28, 2020
PUBLIC WORKS COMMITTEE MEETING MINUTES
CITY OF EDGERTON**

Chair Jim Burdick called the meeting to order at 7:00 P.M. Committee members present were Jim Burdick, Casey Langan and Sarah Braun. Also present were City Administrator Ramona Flanigan, Municipal Services Director Howard Moser, Police Chief Robert Kowalski, and several citizens.

Flanigan confirmed the agendas were properly posted on Friday, September 25, 2020 at the Post Office, Edgerton Library, and City Hall.

APPROVE MINUTES: A Braun/Langan motion to approve the August 24, 2020 Public Works Committee minutes as amended passed, all voted in favor.

DISCUSS HENDERSON STREET PARKING FROM MAIN STREET TO NUNN BUSH STREET: A request was made to restrict parking on Henderson Street to the north side only from Main Street to Nunn Bush. Burdick stated this issue has been brought to the committee in the past. The main concern is the street is 4' narrower than streets such as Blanchard Street. Previously, the committee decided to extend the yellow parking restriction from the corner. Burdick received additional concerns from residents and the public works department. Municipal Service Director Howard Moser stated it is difficult for plow trucks to travel the street when cars are parked on both sides. Residents are concerned for safety due to vision restrictions when turning the corner.

Eric Gresen, owner of RockMed Pharmacy, and Haris Redzepagic, 8 Henderson Street voiced opposition to the change. Clint Anderson, 801 N Main Street, recommended limited hours parking restrictions but is not in favor of an all-day permanent restriction.

Brett Oren, 9 Henderson Street, feels it will not affect him. He is concerned if restricting parking on the road will require some to park in their driveway with cars over the sidewalk. Brett stated the Waste Management refuse vehicle has to back onto Main Street with little visibility which is a safety issue. He was concerned that the notification process for residents to respond or attend the meeting was too short.

Braun recommended a trial period to restrict parking on the south side and revisit in the future.

A Burdick/Langan motion to change Henderson Street parking to restrict parking on the south side of the street from Main Street to Nunn Bush passed on a 3-0 roll call vote.

DISCUSS NATURAL LAWN ORDINANCE: The owners of 110 Wileman Drive have asked for permission to maintain a portion of their lawn as a natural lawn which does not meet the City's requirement for maintaining lawns to 6" tall or less. The petitioner, Shane Hurst, stated the area of his lot used as a natural lawn does not border any residential lots and is right up to the golf course. Langan stated he was in favor of natural lawns. He would like to be careful on how to decide on the right process to include all scenarios. Braun recommends not allowing natural lawns to be in the front yard. Burdick would like to see regulations and permits to avoid allowing

residents to not mow their lawn. Flanigan said a permit requirement would allow the City to know which locations have a natural lawn if there were complaints. Langan recommended including language for a rain garden.

The committee would like to move forward with drafting a natural lawn ordinance to include a permit process and plan. At this time, there will not be any enforcement against 110 Wileman Drive.

CONSIDER SOUTH MAIN STREET TRAFFIC DATA: At the prior meeting, the committee asked the Police Department to monitor speed on South Main Street to help determine if traffic calming measures are needed when the road is reconstructed for the design. Chief Kowalski placed the Stalker Radar in two locations on South Main Street. He presented the attached data summary for South Main Street. Langan inquired if the consensus is that speeding is an issue on the street. Kowalski stated based on the data received, speed is not an issue. Burdick said the information presented does not indicate speed tables should be installed at one end of South Main Street only.

The committee agreed to stay with the existing plan with no changes.

CONSIDER 2020 BUDGET: Moser reviewed the proposed 2020 budget to include the following:

1. Cherry and Nunn Bush Streets resurfacing
2. Highway striping on 51 and 59
3. Pollinator Plantings
4. Equipment requests include: air compressor, Tool Cat salt spreader, new barricades and a Bobcat root grapple

Moser stated the Tool Cat salt spreader is his main priority with the Bobcat root grapple as a second. Braun would like to discuss additional roads to be considered for repair in the 2020 budget. She recommended the end of Hemphill Avenue.

STAFF REPORT: Moser gave an update on the street projects including Henderson Street and Henry/Rollin Street. The Veterans Memorial sidewalk was completed. Braun asked about Albion/Rollin St about the manhole higher than the road. Flanigan said the first layer needs to settle prior to the next layer being installed next year.

Being no other business before the Committee, a Langan/Braun motion to adjourn passed, all voted in favor.

Howard Moser/jas
Municipal Services Director

Stalker Radar Data Summary

- **700 S. Main St.**
- Date: 7/16/2019 thru 7/23/2019
- Recorded: 19271 vehicles passed.
- Average Speed: 26.56 mph.
- Average Speed Over: 29.01 mph

- **700 S. Main St.**
- Date: 9/3/2020 thru 9/10/2020
- Recorded: 44141 vehicles passed.
- Average Speed: 26.58 mph.
- Average Speed Over: 32.31 mph

- **700 S. Main St.**
- Date: 9/11/2020 thru 9/17/2020
- Recorded: 33569 vehicles passed.
- Average Speed: 26.35 mph.
- Average Speed Over: 31.36 mph

- **500 S Main St.**
- Date: 9/18/2020 thru 9/22/2020
- Recorded: 19930
- Average Speed: 26.3
- Average Speed Over: 30.79 mph

Memo

To: PW Committee
From: Staff
Date: 11/20/2020
Re: November 23, 2020 Meeting

Randolph St: The City modified the parking restriction on Randolph Street by allowing parking on the south side during school hours. Prior to that, parking had been prohibited on the south side during school hours. Parking continues to be prohibited on the north side of the street. The Committee agreed to review the parking regulations after several months to determine if the changes should be made permanent.

Home Compost bins: The committee directed staff to solicit citizen input into home compost bins. Through the newsletter and the Facebook, 134 citizens expressed interest in purchasing a home compost bin. In January, the committee asked for more information on the two types of bins shown on the attached sheet. The Committee also debated whether or not to subsidize the price and recommended the purchase of 36 bins. The Committee should decide how many to purchase, how much to charge for them, and what type of composter to purchase.

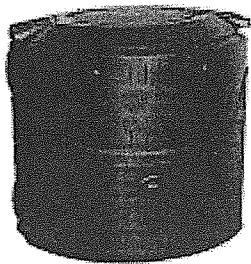

Natural lawns regulation: The Committee directed staff to prepare a natural lawn ordinance that includes a permit requirement and management plan. The draft ordinance is attached. Some policy questions are:

- Should there be a setback requirement from a neighbor's property?
- Should neighbors have the ability to stop the installation of a natural lawn within 5 feet of a property line?
- Should neighbors be notified of an application for a natural lawn and should they be able to stop a permit from being issued? The current draft requires notification and if the majority of neighbors object, they can prohibit the issuance of a permit.

Community Garden Rental Policy: The City prepares garden plots each spring. Many of the garden plots that are reserved are not used which causes weed problems and wastes City resources. Currently, there is no charge to use a community garden plot. Staff recommends the City charge a nominal fee, such as \$10, for the rental to ensure renters truly have an interest in utilizing a garden plot.

Convert Main Street to three lanes: The 2020 budget includes the restriping of Main and Fulton Streets. Staff recommends the Committee consider converting Main Street from a four lane road to three lanes with the middle lane being a turn lane. Please review the attached literature about the advantages of this road configuration. In addition to those advantages listed such as making it easier to make left turns from side streets and safer for pedestrians to cross, in our circumstances there are some other advantages. This configuration provides much more snow storage area which will reduce snow removal costs and may reduce the amount of snow pushed onto sidewalks. The other advantage is for emergency services. In the event the Interstate is closed and traffic is diverted to Main Street, which happens a few times per year, Main Street is usually solid, slow moving traffic. If during these events the Fire District has a call for service, they cannot use Main Street. This significantly increases response time. If Main Street had a center turn lane, it should be open and available for emergency equipment.

If the Committee believes this new configuration is worth exploring, staff will develop a public input process beginning with the December newsletter.

Bin Name	Home Composter 410-49	Earth Machine
Photo		
Capacity	17 cu. ft. / 125 gal.	10.5 cu. ft. / 80 gal.
Lid Closure	locking latch	twist locking lid
# of doors	2	1
Bulk Delivery	Order by skid load (minimum of 2 skids, or 18 bins)	Truckload and pre-order sale
Pros	Consistent size / shape throughout bin; Comes apart in two halves for easy turning and moving; Wide top opening; Good air flow; Doors on each side; Durable; Made of 100% recycled material; Very affordable for the overall quality; Groups are sole source, no retailers	Top and bottom piece snap together Made of a minimum 50% recycled material
Cons	Need ability to receive and store bins upon initial delivery (at least on a short-term basis)	Conical shape with narrow top opening; top and bottom snap together – difficult move when full; so at large retailers
Buy in lots of	36	20
Price	\$47 /	(20) \$48.20 (40) \$41.23,

CHAPTER 17.03 PUBLIC NUISANCES

(14) OBJECTIONABLE VEGETATIVE COVER AND NOXIOUS WEEDS.

(a) WEED COMMISSIONER – APPOINTED. The office of Weed Commissioner for the City of Edgerton is hereby established. The Weed Commissioner shall be appointed pursuant to Chapter 2.03(12) of this Municipal Code. The Weed Commissioner of the City shall enforce this subsection. (Ord. 02-11)

(b) RESPONSIBILITY OF OWNER OR OCCUPANT.

1. Every owner or occupant of any premises in the City shall destroy or mow any growth of ground cover or weeds of a height equal to or greater than six inches on such premises. Weeds for purposes of this chapter shall include Canada thistle, leafy spurge, field bindweed, (creeping Jenny) and such other rank vegetable growth that exhales unpleasant or noxious odors and any other vegetation commonly known as weeds. This section shall also apply to the boulevard in front of or along any premises. (Ord. 97-5)

2. Every owner or occupant of any premises having a lawn shall cut and maintain such lawn at a height not exceeding six inches on such premises as well as the boulevard in front of or along such premises. In this section "yard" means an open space at grade on the same lot as a building or structure located between the main building and the adjoining lot line and/or street line. The measurement of a yard shall be the minimum horizontal distance between the lot line and the building or structure.

Yards shall be provided with adequate lawn, groundcover or vegetation, hedges or bushes, equal to at least ten (10) percent of the total lot area. All areas that are not covered by vegetation shall be treated to prevent dust or the blowing or scattering of dust particles into the air.

(c) PUBLISHED NOTICE. The Weed Commissioner shall, annually, on or before April 15th and again on or before May 15th, cause to be published in the official newspaper a notice to the effect that weeds are required to be destroyed as provided in this chapter and lawns are required to be mowed as provided in this chapter, and that if the same are not so destroyed, action will be taken pursuant to Section d. At no time thereafter shall any weed or lawn growth exceeding six inches in height be permitted.

(d) CITY ACTION. After ten days from the first annual publishing of a notice given as stated in this chapter, the City may destroy any weeds not so destroyed or mow lawns not so mowed and assess the expense therefore against such property as a special tax thereon.

(e) OTHER NOTICE. In the event a person whose duty it shall be to mow or destroy the vegetation in accordance with this Section fails to do so, the Weed Commissioner shall serve either personally or by mail a special or additional notice requiring the destruction or mowing. This notice shall contain the regulations described in this section, and shall be provided one time during the growing season prior to the Weed Commissioner performing the work. No special or additional notice is required for subsequent violations. Failure to provide said special or additional notice does not void any action authorized by this or other sections of the Code of General Ordinances.

(f) **CITY OWNED PROPERTY.** City-owned Property. It shall be the duty of the Weed Commissioner to apply the provisions of this Chapter to City-owned property.

(g) EXCEPTIONS. Exceptions to the requirements in Section 17.03(14) a. through f. above are specifically granted for the following. Noxious weeds are prohibited in all areas including the areas of exception listed below.

1. Any land owned or leased by the Wisconsin Department of Natural Resources or the City of Edgerton that is preserved as natural area by design.
2. Any land in a natural floodplain, wetland or waterway that has been allowed to remain in its natural state to enhance water quality of those bodies of water.
3. Any land within the railroad right-of-way.
4. Wooded areas or in tree lines where the distance between trees effectively prevents mowing of vegetation.
5. Parcels exceeding two (2) acres in size.
6. On platted lands (subdivisions or developments) where a Development Agreement provides for specific regulation of ground cover maintenance.
7. Regulation of Natural Lawns.

aa. Natural Lawns Defined. Natural lawn as used in this Section shall include common species of grass and wild flowers native to North America, which are designed and purposely cultivated to exceed six (6) inches in height from the ground. Specifically excluded in natural lawns are the noxious grasses and weeds identified in Section 17(14) of this Chapter. The growth of a natural lawn in excess of six (6) inches in height from the ground surface shall be prohibited within the City corporate limits unless a Natural Lawn/management Plan is approved and a permit is issued by the City as set forth in this Section. Natural lawns shall not contain litter or debris and shall not harbor undesirable wildlife,

bb. Natural Lawn Management Plan Defined. Natural Lawn Management Plan as used in this Section shall mean a written plan relating to the management and maintenance of a lawn upon which the planted grass will exceed six (6) inches in length. The plan shall be submitted on a form provided by the City,

cc. Natural Lawn Area Regulations

1. Property owners who wish to plant and cultivate a natural lawn must submit their written plan and related information on the form provided by the City. Natural Lawn Management Plans may be filed by the property owner only. Applicants are strictly prohibited from developing a natural lawn on any of the following:
 - a. City-owned property including street rights-of-way.
 - b. Property located between the sidewalk and the street or a strip not less than ten (10) feet adjacent to the street where there is no sidewalk.
 - c. Areas included in the vision triangle as defined in 22.403 of the Code of General Ordinances.
 - d. Rain gardens.
 - e. Areas within ten (10) feet of a public right-of-way or within five (5) feet of a side lot line of an abutting property. The abutting property may waive the five (5) foot restriction by written notice to the Public Works Director to allow the natural lawn area to be established in the ten (10) foot setback area. Such waiver is to be affixed to the Lawn Management

Plan.

dd. Application Process.

1. Property owners interested in applying for permission to establish a natural lawn shall obtain and complete an application form from the Public Works Director. The completed application shall include a Natural Lawn Management Plan and a \$25.00 fee. Copies of the completed application shall be mailed by the City to Neighboring Property Owners which include each of the owners of record of the property situated immediately adjacent or across a street or alley (if the natural lawn area in the front yard) from property for which the application is made. If within fifteen (15) calendar days of mailing the copies of the completed application to the neighboring property owners, the City receives written objections from fifty-one percent (51%) or more of the neighboring property owners, the Public Works Director shall immediately deny the application.
2. If the property owner's application is in full compliance with the Natural Lawn Management Plan requirements and less than fifty-one percent (51%) of the neighboring property owners provide written objections, the Public Works Director shall issue permission to install a natural lawn.

ee. Application for Appeal. The property owner may appeal the Public Works Director's decision to deny the natural lawn permit request to the City Council. All applications for appeal shall be submitted within fifteen (15) calendar days of the notice of denial of the Natural Lawn Management Plan. The decision rendered by the City Council shall be final and binding.

ff. Safety Precautions for Natural Grass Areas.

1. When, in the opinion of the Fire Chief, the presence of a natural lawn may constitute a fire or safety hazard due to weather and/or other conditions, the Fire Chief may order the cutting of natural lawns to a safe condition. As a condition of receiving approval of the natural lawn permit, the property owner shall be required to cut the natural lawn within the three (3) days upon receiving written direction from the Fire Chief
2. Natural lawns shall not be removed through the process of burning unless stated and approved as one of the management and maintenance techniques in the Lawn Management Plan. The Fire Chief shall review all requests to burn natural lawns and shall determine if circumstances are correct and all applicable requirements have been fulfilled to insure public safety. Burning of natural lawns shall be strictly prohibited unless a written permit to burn is issued by the Fire Chief

gg. Revocation Of An Approved Natural Lawn Management Permit. The Public Works Director shall have the authority to revoke an approved Natural lawn Management Plan Permit if the owner fails to maintain the natural lawn or comply with the provisions set forth in this Section. Notice of intent to revoke an approved Natural Lawn Management Plan Permit shall be appealable to the City Council. All applications for appeal shall be submitted within fifteen (15) calendar days of receipt to the written Notice of Intent to revoke the approved Natural Lawn Management Plan. Failure to file an application for appeal within the fifteen (15) calendar days shall result in the revoking of the Natural Lawn management Plan Permit. All written applications for appeal filed within the fifteen (15) calendar day requirement shall be reviewed by the City Council in an open meeting. The decision

rendered by the City Council shall be final and binding.

hh. Public Nuisance Defined-Abatement After Notice.

1. The growth of natural lawn as defined in this section shall be considered a public nuisance unless a Natural Lawn Management Plan has been filed and approved and a permit is issued by the City as set forth in this Section. Violators shall be served with a notice of public nuisance to the last-known mailing address of the property owner,

ii. Penalty

1. Any person, firm or corporation which does not abate the nuisance within the required time period or who otherwise violates the provisions of this Section shall be subject to the general penalty found in 17.(14)hg.

(g) VIOLATION AND PENALTY. Any owner or occupant who violates any of the provisions of this subsection shall, upon conviction, be subject to a forfeiture of not more than \$100 for each offense. Each day during which any violation continues shall be deemed to constitute a separate offense.

Three-Lane Roadway/Road Diet/Four to Three Lane Conversion

What is a three-lane roadway or road diet?

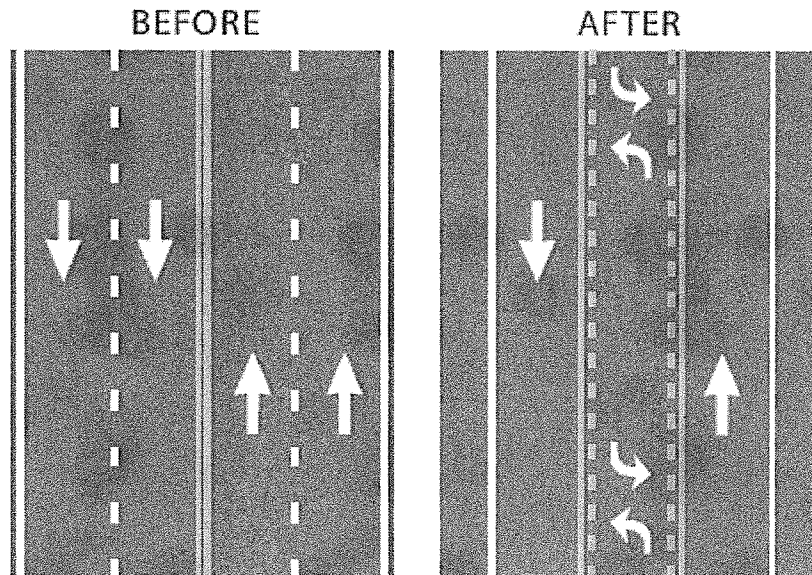
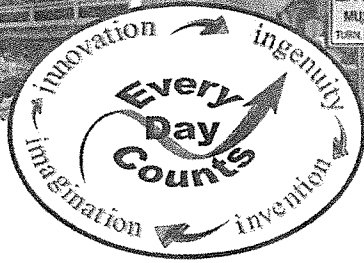


Illustration of the before and after of a 3-lane roadway or road diet.

Image source: FHWA

Road Diets

(Roadway Reconfiguration)



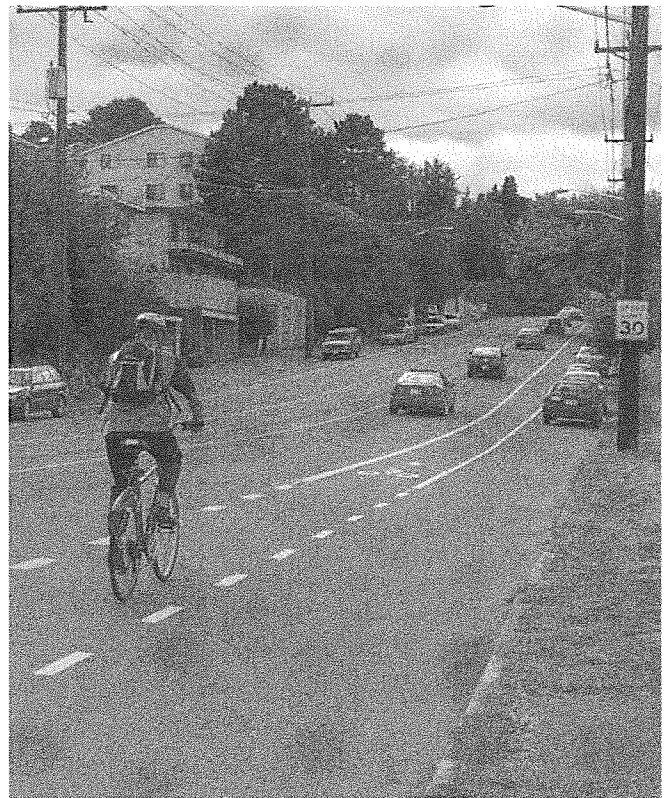
Improved safety and congestion relief on public roadways are high-priority national goals. Innovative reconfigurations such as Road Diets can help achieve these goals for motorists and non-motorists on mixed-use streets by reducing vehicle speeds and freeing space for alternative modes. Road diets can reduce collisions, increase mobility and access, and improve a community's quality of life.

Road Diets are a safety-focused alternative to a four-lane, undivided roadway. The most common type of Road Diet involves converting an existing four-lane, undivided roadway segment that serves both through and turning traffic into a three-lane segment with two through lanes and a center, two-way left-turn lane (TWLTL). The reclaimed space can be allocated for other uses such as bike lanes, pedestrian refuge islands, bus lanes and parking.

On a four-lane undivided road, vehicle speeds can vary between travel lanes, and drivers frequently slow or change lanes due to slower vehicles or vehicles stopped in the left lane waiting to turn left. On three-lane roads with TWLTLs, left-turning vehicles are separated from through vehicles, and the vehicle speed differential is limited by the speed of the lead vehicle in the through lane. This reduces the vehicle-to-vehicle conflicts that contribute to crashes.

A Road Diet applied in Orlando, Florida, converted an existing four-lane undivided roadway segment into a three-lane segment consisting of two through lanes, a center TWLTL, and installed bike lanes. The result was a 34 percent reduction in the total number of crashes, a 30 percent increase in bike volumes, and a 23 percent increase in pedestrian volumes.

A Des Moines, Iowa, Road Diet also provided a benefit to buses: instead of stopping in a through lane and blocking traffic as they had done before



the reconfiguration, the new design accommodated them with a bus turn out. In Pasadena, California, a Road Diet allowed pedestrians to safely cross the road more easily, which provided the unexpected benefit of eliminating the need for a pedestrian traffic signal at the crossing. This resulted in cost savings and eliminated the impact of the signal on traffic flow.

Road Diets

(Roadway Reconfiguration)

BENEFITS

- ▶ **Safety.** Road Diets can make the roadway environment safer for all users. Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on a previously four-lane undivided facility. For pedestrians, Road Diets result in fewer lanes to cross and provide an opportunity to install refuge islands that slow vehicles in the midblock crossing area, which is where 70 percent of pedestrian fatalities occur.
- ▶ **Low Cost.** Road Diets make efficient use of the roadway cross-section. The majority are installed on existing pavement within the right-of-way. When planned in conjunction with reconstruction or simple overlay projects, the safety and operational benefits of Road Diets are achieved essentially for the cost of restriping pavement lanes.
- ▶ **Quality of Life.** Road Diets can make shared spaces more livable and contribute to a community-focused, Complete Streets environment. On-street parking and bike lanes can also bring increased foot traffic to business districts.

CURRENT STATE OF THE PRACTICE

Road Diets have been implemented for at least two decades and are steadily increasing in popularity. More than 600 state, regional and local jurisdictions have adopted or have committed to adopting Complete Streets policies, establishing the expectation that all future roadway projects will adhere to the principle that streets should be designed with all users in mind rather than merely providing enough capacity for vehicle throughput.

SUPPORT AND AVAILABLE TOOLS

The Federal Highway Administration (FHWA) Office of Safety added Road Diets to its Proven Safety Countermeasures list in January 2012. FHWA provides guidance on Road Diet application, including effective use of Road Diets without reducing highway capacity and Road Diet-related crash modification factors for use in safety countermeasure benefit-cost analysis.

The FHWA Safety Office is developing a Road Diet Informational Guide that includes safety, operational, and quality of life considerations from research and practice as well as design guidance. It will take readers through the decision-making process to determine if Road Diets are a good fit for certain corridors.

- ▶ EDC-3 Road Diets Web page: <http://www.fhwa.dot.gov/innovation/everydaycounts/edc-3/roaddiets>
- ▶ FHWA Office of Safety Proven Safety Countermeasures website: http://safety.fhwa.dot.gov/road_diets/
- ▶ The FHWA Summary Report, "Evaluation of Lane Reduction Road Diet Measures on Crashes" (FHWA-HRT-10-053), is available at <http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm>

For additional
information,
please contact:

Becky Crowe
FHWA Office of Safety
804-775-3381
Rebecca.Crowe@dot.gov



U.S. Department of Transportation
Federal Highway Administration

Every Day Counts (EDC), a State-based initiative of FHWA's Center for Accelerating Innovation, works with State, local and private sector partners to encourage the adoption of proven technologies and innovations aimed at shortening and enhancing project delivery

FHWA-14-CAI-038