

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

PUBLIC WORKS COMMITTEE
Monday, May 10, 2021 at 6:30 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. Elect Chair
3. Confirmation of Appropriate Meeting Notice Posted on Friday, May 7, 2021.
4. Consider Approval of March 22, 2021 minutes.
5. Discuss reconfiguration of Main Street from Thronson Road to Lord Street.
6. Staff Report
7. 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."

MARCH 22, 2021
PUBLIC WORKS COMMITTEE MEETING MINUTES
CITY OF EDGERTON

Chair Jim Burdick (remote) called the meeting to order at 6:00 P.M. Committee members present were Jim Burdick, Casey Langan, and Sarah Braun. Also present were City Administrator Ramona Flanigan, and Municipal Services Director Howard Moser.

Moser confirmed the agendas were properly posted on Friday, March 19, 2021 at the Post Office, Edgerton Library, and City Hall.

APPROVE MINUTES: A Braun/Langan motion to approve the November 23, 2020 Public Works Committee minutes as amended passed, all voted in favor.

DISCUSS COMPOST SITE HOURS:

Municipal Services Director Howard Moser stated that the compost pile is the busiest on Saturdays. Moser stated that he receives complaints regarding the Saturday hours due to the fact that the compost site doesn't open until 11:00 am. Moser recommends changing the Saturday hours from 11:00 am-3:00 pm to 9:00 am-1:00 pm. He also recommended changing Monday's hours from 3:00 pm-7:00 pm to 2:00 pm-6:00 pm. He stated that from 6pm-7pm only 22 residents used the compost pile for the entire 2020 season.

City Administrator Ramona Flanigan stated that City Hall has received numerous inquiries on when the compost will be opening for the season.

Aldersperson Langan recommended to open the compost site on Saturdays in March next season.

City Administrator Flanigan recommended opening Saturdays in March at the discretion of the Municipal Services Director.

A Braun/Burdick motion to change the compost site hours to Mondays 2:00 pm – 6:00 pm, Thursdays 1:00 pm -5:00 pm, Saturdays 9:00 am – 1:00 pm beginning April 1st but contingent weather permitting on Saturdays in March. Passed on a 3/0 roll call vote.

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

Howard Moser/Ino
Municipal Services Director

Memo

To: Public Works Committee
From: Staff
Date: 5/6/2021
Re: May 10, 2021 Meeting

Main St Road Diet: In 2020 the PW Committee expressed interest in exploring the conversion of Main Street (from Lord Street to Thronson) from a 4 lane to a three-lane configuration. The proposed cross section would have two drive lanes, a center turn lane, and two bike lanes. (The staff report and background information from that meeting are attached.) The January newsletter provided information about this road configuration in an effort to obtain public opinion. That newsletter, which is attached, also directs readers to the City's website to find a link to a video on this topic.

Below is a summary of the comments submitted to city hall as of May 6 (Comments made more than once are not repeated here.)

Six people supported the idea and seven were opposed.

Comments:

- Concern of people using turn lane as passing lane (although liked the idea overall)
- Agree a need to slow traffic but does not like the solution
- Good idea that slows traffic, better pedestrian and bike safety, and people looking to move are looking for communities that have places to walk and bike. More people will help businesses thrive. The loss of revenue is a good investment because the city get it back through more development.
- Great idea but have questions.
- Concerned for left hand turn onto Main St and during times of interstate closure.
- Good for more snow storage
- Will make it harder to back onto street
- Slow drivers will slow down traffic
- Emergency and delivery vehicles parked along the curb will be a problem
- Bad for businesses
- Hard to navigate, driveways too close together for left turns
- Not safer for bikes
- Does not like the loss of revenue
- More difficult when Main St floods
- Road crown is set up for 4 lanes
- Will cause confusion initially

Questions:

- How much loss in highway aids? 4.6% or approximately \$14,000 annually.
- How would Fulton St intersection be striped? See Attached
- The Edgerton Police Department believes there would be more negative issues from the proposed change than positive and does not support the modification.
- The Fire District is not overly concerned with the current road configuration and will defer to the recommendation of the Police Department on this issue. "

Staff Report from November 23, 2020 Public Works Meeting

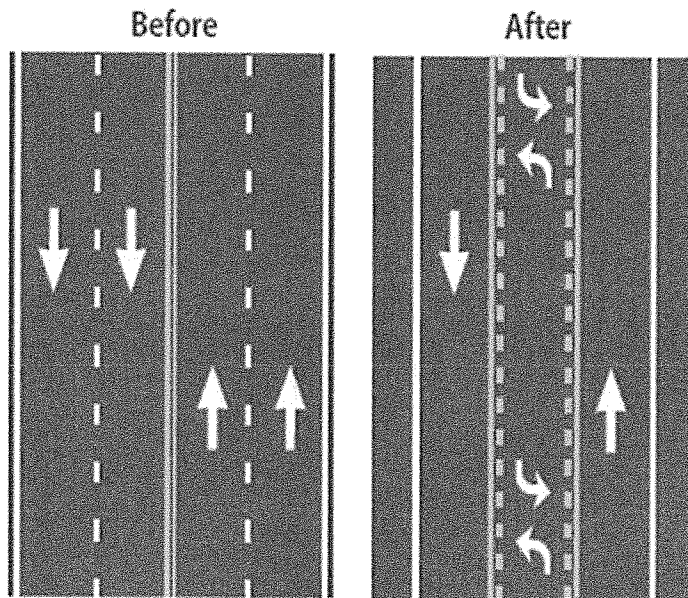
Convert Main Street to three lanes: The 2020 budget includes the restriping of Main and Fulton Streets. Staff recommends the Committee consider converting Main Street from a four lane road to three lanes with the middle lane being a turn lane. Please review the attached literature about the advantages 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.

What is a Road Diet?

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 road to three lanes, where the center lane becomes a two-way left-turn lane (TWLTL). The reclaimed space (from losing that fourth lane) can be allocated for other uses, such as bike lanes and pedestrian refuge islands.

On a typical four-lane, undivided road, vehicle speeds can vary between travel lanes resulting in drivers changing lanes. Drivers also change lanes to deal with a turning vehicle in front of them. On a three-lane road with a TWLTL, however, left-turning vehicles are separated from the through traffic, resulting in a more consistent vehicle flow. Data show that such an arrangement reduces the sort of vehicle-to-vehicle conflicts that contribute to accidents. According to studies, when a road diet is installed on a previously four-lane, undivided highway, there's a 29 percent reduction in overall crashes.



Why Consider a Road Diet for Main Street?

A road diet would address many of the stated concerns about Main Street.

Speeding: Having one travel lane will result in more consistent traffic speeds controlling the speed of those few vehicles that travel at rates significantly over the speed limit.

Access to the highway from side streets: Many residents comment that it is difficult to make a left-hand turn onto Main Street due to the number of lanes that must be crossed. However, adding a turn lane in the middle means there's space to pause (after clearing the near lane of traffic) while waiting for an opening in the far lane.

Safer for pedestrians: Crossing four lanes as a pedestrian is very difficult and sometimes dangerous. A well-meaning driver might stop for a pedestrian and wave them to cross, while another driver in another lane may have no such intention. Having a single lane of traffic in each direction helps to prevent this situation, while the center space for the turn lane can provide a halfway-point refuge for pedestrians.

Bike lanes: Reconfiguring Main Street to three lanes will allow for the installation of bike lanes.

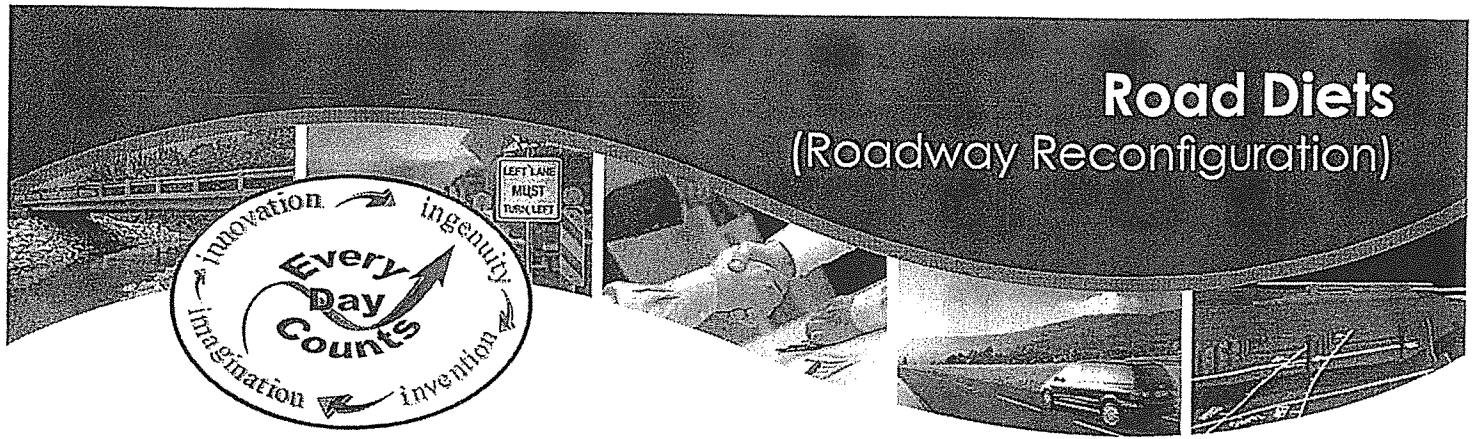
Emergency Vehicle Access: During those events when interstate traffic is diverted to North Main Street, all lanes of the four-lane road can be full of stopped traffic. If fire or rescue services are called for when Main Street is impassable, it is very difficult for emergency vehicles to access many parts of their service territory. Time lost trying to move through stopped traffic can be devastating for the person(s) in need of emergency services. The available center turn lane would provide a better opportunity to move emergency vehicles through the City during a high traffic event.

Snow removal: The Main Street corridor is narrow for a four lane road, leaving very little space for snow storage along its curb line. This situation makes sidewalk shoveling difficult for those adjacent property owners with narrow terraces. Having a bike lane along the curb will provide more snow storage space thus reducing snow removal costs for the City.

Cost of this safety improvement: Converting Main Street from its current configuration to a three lane road is cost effective because it does not require any street construction — it simply requires restriping the street in the new configuration. The City is considering making this modification at this time because the current street markings have worn off and need to be repainted anyway. The modification will however reduce the City's highway aids by approximately 4.6% or \$14,000.

More resources about Road Diets: Additional information, including a helpful video about Road Diets, has been posted on the City's website.

Comments? The Public Works Committee is seeking public input about a Road Diet for Main Street. Please submit any comments or questions to edgertongovernment@cityofedgerton.com.



Road Diets (Roadway Reconfiguration)

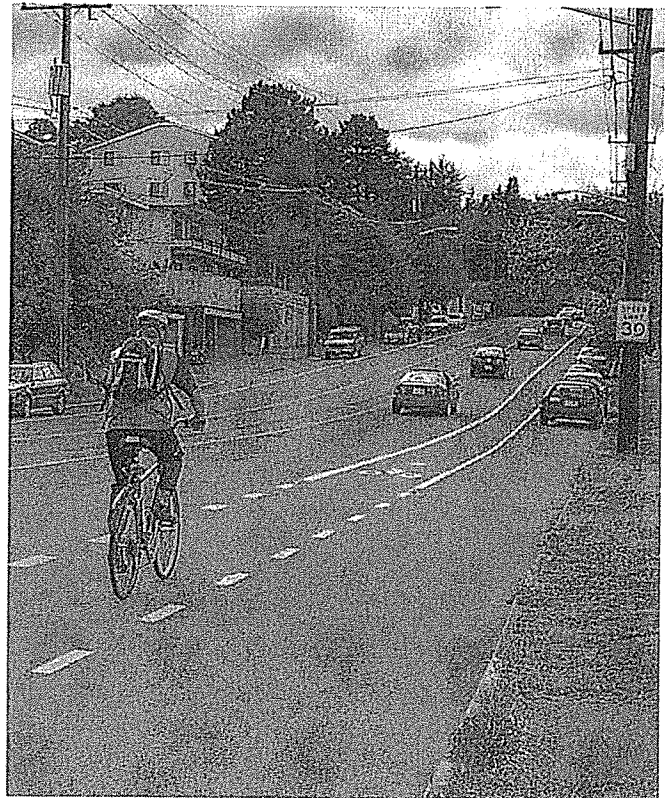
Improved safety and congestion relief on public roadways are high-priority national goals. Innovative reconfigurations such as Road Diets can help achieve these goals for motorists and non-motorists on mixed-use streets by reducing vehicle speeds and freeing space for alternative modes. Road diets can 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:

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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

