



Public Works Committee Meeting
Monday, June 11, 2018 at 5:30 pm
Whitefish Bay Library Upstairs Meeting Room
AGENDA

1. Call to Order
2. Review and Approve minutes of May 14, 2018 Public Works Committee Meeting
3. Review and Possible Recommendation on Safety and Pedestrian Crossing Improvements on Lake Drive @ Palisades Drive/Bartlett Avenue intersection
4. Review and Possible Recommendation on the preferred location of the proposed Lake Drive Pedestrian Crossing Improvements @ Palisades Drive/Bartlett Avenue as a part of the **2020 DOT HSIP Lake Drive Safety Grant Project**
5. 2018 Project Update
 - Automated Refuse and Recycling Collection Program
 - PPII Private Property Sanitary Sewer Lateral Lining Project
 - Circle Drive Area Street Light System Replacement Project
 - Day Avenue Watermain Relocation Project
 - Sanitary / Storm Sewer Main Lining Project
 - Cahill Park Tennis Courts Surface Patching and Crackfilling Project
 - Fire Hydrant Painting Project
 - Sidewalk Replacement Project
 - Stormwater, Sanitary and Water Ordinance Updates
6. Next scheduled meeting – **Monday, July 9, 2018**
(Whitefish Bay Library Upstairs Meeting Room)
7. Adjournment

Posted: June 8, 2018

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Cc: Village Board; Village Manager, Department Heads; Village Attorney



Public Works Committee Minutes

Monday, May 14, 2018, at 6:00 pm

Whitefish Bay Library Program Room

I. Call to Order and Roll Call:

The meeting was called to order at 6:02 pm

Present: Trustee Miller (Chairman), Trustee Serebin, Tom Kindschi, John Dargel

Absent: Trustee Davis

Also Present: Paul Boening – Village Manager, John Edlebeck – Public Works Director, Tim Blakeslee – Assistant Village Manager

II. Review and Approve minutes of April 9, 2018, Public Works Committee Meeting:

Trustee Serebin moved to approve the minutes of the April 9, 2018, Public Works Committee Meeting. Tom Kindschi seconded. Motion passed 4-0.

III. Review and possible action on Sump Pump Collection Pipe Installation on Circle Drive:

Public Works Director John Edlebeck described the issue that several residents are having on Circle Drive as a result of sump pumps that are discharging excess groundwater in the front yard, driveways, and sidewalks. Edlebeck said he's spoken with both residents and that both have done work on their homes to protect their front yard and foundations.

Edlebeck stated that the residents are asking to either be able to cut a hole into the curb/gutter and have the sump pump discharge on the street, or as an alternative the residents would want to be able to hook up to the storm sewer system with financial help from the Village.

Trustee Miller asked why the Village would not allow the residents to cut a hole in the curb. Edlebeck stated that since he has started he has not allowed this as a staff policy. The water that goes on the street can freeze in the winter. Edlebeck stated that an underground connection would be ideal. Usually, underground connections are done when a street is reconstructed so the Village can provide a header system.

John Dargel asked how long the residents were dealing with this issue. Edlebeck stated they had been in contact with the Village for several years. Trustee Serebin asked when the next time Circle Drive would be reconstructed. Edlebeck stated that it would be many years and that the road is in good shape.

Trustee Serebin stated that she stopped on-site and said one of the properties is like a river. She asked what other ways a curb cut can cause problems. Edlebeck stated that if the street has poor drainage there can be pooling and additional issues. Trustee Serebin asked if the curb cut is better than it going over the sidewalk. Edlebeck said it was better, but an underground connection would be best.

Edlebeck said he would be concerned allowing a curb cut because he wouldn't have good criteria for who it would be permitted for. Trustee Serebin suggested a variance request or a determination on a case-by-case basis. Trustee Serebin asked if it was possible to create a header system without a street reconstruction. Edlebeck said that would be extremely difficult.

John Dargel asked about the cost tying into the system. Edlebeck stated that it would cost approximately \$5,000. Trustee Miller asked if the Village has allowed others to tie their lateral line into the storm sewer system. Edlebeck said that they permit this at the resident's expense.

Rich Malin (943 E CIRCLE DR) said that a connection to the street would be ideal and the least costly for him. He said he's seen three other curb cuts on Circle Drive. Trustee Miller asked how close he was to the catch basin. Mr. Malin said that it is in the middle of the neighbor's driveway.

Lela Jacobsohn (940 E CIRCLE DR) said that they have done significant work to remove the water from their property. They have done grading and repairs to the foundation. She estimated they have spent \$50,000. She said that they've done everything that they can and want an efficient solution. Ms. Jacobsohn's contractor from Landworks described what they did landscaping wise to provide water relief. Trustee Serebin asked when the homes were added to the neighborhood. Ms. Jacobsohn's contractor from Landworks said it was probably in the 1980's. Trustee Serebin asked if the property owners caused the problem. Edlebeck stated that they did not and that they have done what they could. There was a discussion between Ms. Jacobsohn and Edlebeck regarding where they thought the groundwater was coming from.

Trustee Serebin asked Ms. Jacobsohn and Mr. Malin if they were allowed to connect the storm sewer, would they? *Ms. Jacobsohn stated that she would, but would need support from the Village. Mr. Malin said wasn't sure, and would rather do a curb cut.*

Tom Kindschi asked if the private property ended before the sidewalk. Edlebeck stated that it did, but there is no header system in the area. Tom Kindschi asked about providing a split in the cost to the residents because some of this is on private property and some of this is

on public property. Edlebeck said that concept would be a policy decision for the Public Works Committee and the Village Board. John Dargel asked if the Village permitted the connection underground in the past. Edlebeck stated that the Village has at a resident's expense. There was more discussion regarding the cost of the installation. Edlebeck estimated that the cost of the install would be \$1,000 in the private lawn and \$5,000 in the public right of way.

Trustee Miller asked Mr. Malin and Ms. Jacobsohn if they expected the village to pay. *Mr. Malin said he would pay for a curb cut himself. Ms. Jacobsohn said that she would like help paying for an underground connection.* Edlebeck stated that the underground connection in this case is more expensive because it is under the neighbor's driveway.

Trustee Miller said that the Village paying for this service would set a precedent and could create many other issues in the future. Miller said it's only fair that such a policy would be applied across the Village. Miller said the easy solution is that the residents pay for the service. *Mr. Malin said he doesn't see this many other places in the Village, and that he would just like an exception for a curb-cut.* Trustee Miller said there may have been things allowed in the past that are not permitted now and have been "grandfathered" in.

Tom Kindschi recommended cost sharing and discussed what portion should be public and private. Trustee Serebin stated the next request could be even more expensive. There was discussion regarding the installation of a small header system. Edlebeck said it would not be cost-effective. He said that they could retrofit a header, but that it's a slippery slope. There was another discussion about a curb cut and the difficulty to set fair parameters for application. Edlebeck said that if you allow a curb cut one place we would need to allow it others. There was further discussion on the downsides of curb cuts.

John Dargel made a motion to allow Mr. Malin and Ms. Jacobsohn to connect their sump pump lateral underground to the nearby storm sewer basin at their own expense.

Trustee Serebin said that if for whatever reason an underground lateral connection is not possible due to grading, the Public Works Committee should take another look at the concept. Trustee Miller asked that since it's already standard procedure to allow residents to connect underground at their own expense is a motion required. Village Manager Paul Boening stated that a motion would be proper to encapsulate the Board conversation for the evening.

Trustee Serebin seconded the motion. Motion passed 3-1 (Tom Kindschi dissenting).

IV. Review and possible recommendation on 2018 Private Property Sanitary Lateral Lining Project (PPII) contract award

Public Works Director John Edlebeck described the project and that Village will be completing approximately 50 homes. Edlebeck stated that this bid was based on unit pricing

and the Village will have to televise several properties. Trustee Serebin asked if the Village still needs to get waivers from anyone. Edlebeck stated they only need a handful more. Trustee Miller asked if the Village has done any testing yet to see the actual effectiveness of the project. Edlebeck stated that there are planning to do flow testing to check the before and after results. He cautioned that the comparison may not be apples to apples as a result of different conditions.

Trustee Serebin recommended that Village Board award the 2018 Private Property Lateral Rehabilitation Project to Musson Brothers, Inc. of Brookfield, WI for the unit price bid amount of \$288,264.00. John Dargel seconded. Motion passed 4-0.

V. 2018 Project Update

- Edlebeck said that he met residents about the Day Avenue water main project.
- Edlebeck mentioned that now that the trash and recycling ordinance is complete, Village Staff will be coming forward with other ordinances for review.
- Edlebeck gave an update on the automated refuse and recycling collection program and that it is delayed until July.
 - Trustee Serebin asked about a cart swap. Edlebeck thinks this can be promoted among neighbors privately. Village Manager Boening said that the Village will be providing additional communication prior to program implementation.
- Edlebeck gave an update on the Village Hall progress and that the project is winding down
- Edlebeck gave an update on the HSIP meetings and the Fire Station bids.

VI. The next scheduled meeting is Monday, June 11, 2018 at 6:00 pm.

VII. Edlebeck stated that the Lake Dr. HSIP Safety Improvement Project Public Information Meeting is Tuesday, May 15, 2018 @ 5:30-7:30 pm.

VIII. Tom Kindschi moved to adjourn, seconded by Trustee Serebin. Motion passed 4-0. Meeting adjourned at 7:19 p.m.

May 6, 2018

Memo to: Chairman Miller and Members of the Public Works Committee

From: John Edlebeck, P.E., Director of Public Works



Re: Review and Possible Recommendation on Lake Drive Safety and Pedestrian Crossing Improvements @ Palisades Drive/Bartlett Avenue

The Village over the past three years has made several improvements to this intersection to increase safety for vehicles, pedestrians and bicyclists. The installation of additional crosswalk signage conforming to federal standards, pavement striping, speed radar devices, and median mounted pedestrian signs have all been implemented.

The Public Works Department has recently investigated the possibility of installing a hand operated flashing beacon crosswalk signage system similar to the crosswalk signage installed in front of the Whitefish Bay Library on Marlborough Drive. With over 14,000 vehicles per day utilizing Lake Drive, this type of signage system is appropriate. In fact, the recommended pedestrian crossing improvements as a part of the 2020 DOT HSIP Lake Drive Safety Grant Project includes this hand operated flashing beacon crosswalk signage system as well.

This proposed system would be installed at the current crosswalk and would also in addition provide for a third advance flashing crosswalk warning sign for northbound traffic that would be synchronized with the other signs through the hand operated button. These flashing crosswalk signs would be proposed to be solar powered. The estimated cost to purchase and install this signage system is \$16,100.60. Once the 2020 DOT HSIP Lake Drive Safety Grant Project is implemented at this location the currently proposed crosswalk signage system could be moved to another location in the Village.

Village staff asks the Public Works Committee to consider whether to recommend to the Village Board the installation of a hand operated, solar powered flashing crosswalk warning sign system at the current Palisades Drive crossing of Lake Drive. If the Public Works Committee recommendation proceeds, the approval of the crossing system along with its purchase, funding and installation schedule would then need to be reviewed and approved by the Village Board.

Rectangular Rapid Flash Beacon RRFB-XL2™ Crosswalk LED Warning System

Rectangular rapid flash beacons are user-activated amber LEDs that supplement warning signs at intersections without signals or mid-block crosswalks. Two arrays of alternate flashing LEDs use an irregular flash pattern (similar to emergency flashers on police vehicles), commanding the attention of drivers day and night. The RRFB has been shown to provide an 80% improvement in Yield-to-Pedestrian traffic, exceeding that of standard beacons. As a low cost alternative to traffic signals, it's no wonder why RRFB systems are taking the country by storm! The RRFB units install easily onto new or existing signal poles. TAPCO can provide complete systems with poles and hardware. The Federal Highway Administration requires RRFB systems be used solely for pedestrian or school crossings, and must be pedestrian activated.

BlinkLink
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110VAC POWER Solar POWER

- TAPCO RRFB LEDs are the brightest and most durable on the market
- Wireless synchronized control
- 3-Year warranty, dedicated support
- J595 compliant
- Solar, 110VAC
- Efficient energy management system
- Active or passive wireless activation—push button, camera or infrared bollard
- Individually maintained components
- Signs & anti-vandal hardware
- RRFB LEDs can flash on the front and sides, alerting drivers and pedestrians simultaneously
- Compatible with Intelligent Transportation Systems (ITS)
- MUTCD interim approval #1A-11
- Optional Green Energy Hybrid 110VAC/12VDC available



Solar powered.
No AC required.

2 BlinkerBeam™
wirelessly activates
the other RRFB unit

1 Pedestrian activates

TAPCO RRFB-XL2™ Advantages

- ✓ TAPCO RRFB LED arrays are SAE J595 Class 1 certified and FHWA compliant
- ✓ TAPCO RRFB-XL2™ LED Crosswalk Warning System's extra-large LED arrays exceed FHWA requirements (ideal for daylight visibility and multi-lane roads)
- ✓ State-of-the-art lens performs to the highest standards with the best viewing angle and brightest LEDs on the market
- ✓ TAPCO's modular RRFB assemblies are designed to allow for installed component-level replacements, saving you time and money
- ✓ Allows for collection of RRFB activation data
- ✓ Compatible with pedestrian activation devices including wireless push-button, camera and infrared bollards
- ✓ TAPCO's optional BlinkLink® application allows you to monitor RRFBs and other ITS systems, with any device linked to the internet
- ✓ TAPCO manufactures signage of the highest quality, and we carry all of the hardware to complement RRFB assemblies
- ✓ Solar power eliminates electrical installation labor and maintenance costs
- ✓ Optional Green Energy Hybrid 110VAC/12VDC available, automatically disconnects AC power when solar is available.

3 RRFB LED arrays
flash synchronously

**80% improvement in
Yield-to-Pedestrian traffic!**

*An Analysis of the Efficacy of Rectangular-shaped Rapid-Flash LED Beacons to Increase Yielding to Pedestrians Using Crosswalks on Multilane Roadways in the City of St. Petersburg, FL", Center for Education and Research in Safety



May 5, 2018

Memo to: Chairman Miller and Members of the Public Works Committee

From: John Edlebeck, P.E., Director of Public Works



Re: Review and Possible Recommendation on the preferred location of the proposed Lake Drive Pedestrian Crossing Improvements @ Palisades Drive/Bartlett Avenue as a part of the 2020 DOT HSIP Lake Drive Safety Grant Project

On May 15, 2018 representatives from the Wisconsin Department of Transportation held a Public Information Meeting to receive comments from those in attendance and those sending in written comments regarding the above proposed 2020 DOT HSIP Lake Drive Safety Grant Project. Residents adjacent to the proposed improvements, those that had previously expressed interest in this matter and the general public were all invited to this meeting. The DOT design team identified and displayed two different alternatives for possible Lake Drive pedestrian crossing locations in the vicinity of Palisades Drive / Bartlett Avenue as part of this project.

Alternative #1 located the crossing to the east of the current crossing at Palisades Drive placing it at the southeast corner running to the northeast corner. This location provides vehicles traveling to the north a better view of the crossing and the proposed hand activated flashing beacon lights.

Alternative #2 located the crossing to the west of Bartlett Avenue on Lake Drive. This crosswalk location moves the crossing west acting more like a mid block crossing away from each curve on Lake Drive. There is a concern that pedestrians would not go out of their way to cross at this more westerly location but still cross at the shortest distance which would be Palisades Drive.

Interested residents were asked to comment in writing on their preferred crossing location. Of the written comments received, there was a 5 -2 preference for Alternative #1.

Village staff would ask the Public Works Committee to vote to recommend to the Village Board their preferred alternate that can then be forwarded to the DOT design team so that they can proceed with the full safety project design.

SPOT IMPROVEMENT #2
PALISADES RD - FAIRMOUNT AVE
PROJECT ID 2225-14-00
STH 32 (N. LAKE DRIVE)
VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

ALTERNATIVE #1

RAISED DANISH OFFSET MEDIAN



LOOKING EAST FROM MEDIAN



1 FAIRMOUNT AVE

RESURFACING AND HIGH FRICTION SURFACE TREATMENT



REFLECTIVE PLASTIC POSTS



LEGEND - Fairmount

Alt - 1 : Palisades - Bartlett

PARKING ROUTE

1 IN = 40 FT

**SPOT IMPROVEMENT #2
PALISADES RD - FAIRMOUNT AVE
PROJECT ID 2225-14-00
STH 32 (N. LAKE DRIVE)
VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY**

ALTERNATIVE #2 -- MID-BLOCK (N. of Bartlett)



RESURFACING AND HIGH FRICTION SURFACE TREATMENT

PLACE CURB & GUTTER AND SOD

LEGEND - Fairmount

ALT 2: Mid-block - Bartlett

→ PARKING ROUTE

N:\PDS\C3D\22251400\SHEETS\OTHER\1\DISPLAY_22X34_SPOT2_WIS32_ALTERNATIVE 2.DWG

1 IN = 40 FT

