

PUBLIC WORKS COMMITTEE MEETING
August 19, 2020
Government Center Room 204

Members Present: Jenny Van Sickle, Ruth Ludwig, Esther Dalbec (via phone)

Members Absent, not excused: Craig Sutherland (alt)

Also Present: Todd Janigo, Chris Carlson, Russ Behlings, Linda Cadotte, Thor Trone, Mayor Jim Paine, Nathan Johnstad, Jodi Saylor; Present via phone: Jack Sweeney, Officer Mike Kendall, Shelly Nelson (Telegram), Lindi Flemmin, Nick Ledin

Councilor Van Sickle called the meeting to order at 5:00 p.m.

1. Approval of the minutes from the July 15 meeting and the July 29 special meeting.

MOTION to approve by Ludwig, second by Dalbec and carried to approve the minutes from the July 15th and July 29th meetings.

2. *Lieutenant Trone/Officer Kendall:*

- a. Consider removal of folding stop signs on N 19th Street and Wyoming and place permanent sign at N 18th and Wyoming.

One year ago the crossing guard left and has not been able to be replaced due to a lack of applicants for the position. These signs have been left open and closed at random times and create confusion. Officer Kendall recommended putting in a permanent 4-way stop there making North 18th the main crossing for walkers.

MOTION by Ludwig, second by Dalbec and carried to approve making the intersection at N 18th and Wyoming a 4-way stop intersection.

- b. Consider putting in a 3-way stop at Spartan Drive and Catlin Avenue.

This intersection is where buses from the high school exit onto Catlin Avenue after school. The traffic can back up into Spartan drive and make it hard for the buses to get out. The school requested that a permanent 3-way stop be installed. Putting in a 3-way intersection would slow traffic down on that road but would also cause a significant loss of street parking. Despite the signs, the area would still be congested and take time to get through. One concern would be the amount of parking lost which would also affect UWS. Another concern was that this intersection is generally busy only at specific times during the day so it may make more sense to have someone assigned as a crossing guard at that intersection during those times. Councilor Van Sickle requested that this item be tabled until the next meeting and the school can be made aware of the concerns.

MOTION by Ludwig, second by Dalbec and carried to table this item until the next meeting.

- c. Consider putting in a 4-way stop at N 18th Street and Missouri Avenue.

This intersection is not as busy at the N 19th and Wyoming intersection but cars tend to park very close to the intersection making it a tight turn. The 4-way intersection would force cars to park further back from the intersection and make it a safer and more visible intersection.

MOTION by Dalbec, second by Ludwig and carried to make N 18th and Missouri Avenue a 4-way intersection.

- 3. *Councilor Van Sickle:* Discussion on the goals, means, and methods for increasing wintertime sidewalk clearing operations by the city.

Councilor Van Sickle shared her concern with the sidewalks not being cleared in a timely manner, or even at all, they then become dangerous for people to walk on. This is a continuation of earlier discussions.

Director Janigo discussed the current clearing that happens at the Hollywood sidewalks – where there is no boulevard between the street and the sidewalk so there is no place to pile the snow. Having a sidewalk clearing machine in those areas would push that snow back into the street and so going back and forth with the snow may not be the best solution for those areas. The Safe Routes to School would be a good starting point for a machine.

The biggest concern is for those most vulnerable residents that cannot drive and use the sidewalks to get to school, work or other places. Currently residents and business owners are supposed to have 48 hours to clear their sidewalks but this does not consistently happen and people cannot always wait that long to go where they need to. This causes some people to walk in the street, which causes more hazardous situations.

Councilor Ludwig also brought up our downtown businesses which suffer as customers have to climb over snowbanks and so they just do not go downtown. Those large banks are sometimes physically impossible for an individual to remove.

Russ Behlings, Parks, Recreation and Forestry Superintendent talked about the routes currently being cleared. Right now, 4.31 miles of school routes are being cleared. In total, the Parks crew uses trucks and skid steers to do 23 miles of routes and pathways. At a bare minimum of 6 out of 7 current staff are needed to get all of the work done. One a good run, they have 2 on school routes, 3 on rinks, 2 on lots and 1 on trails. If the snow is heavier, it requires more equipment and more staffing and takes longer to complete. Snow blowers slow things down also. A sidewalk snow removal machine like the ones being discussed would help level out the difference between a heavier snow load and a normal snow load. Currently there is a proposal to make a summer staff member a full time member. That would add one person to the crew.

Nathan Johnstad, Public Works Superintendent has talked with three different cities that are comparable to Superior. The findings were as follows (Johnstad's actual document is at the end of these minutes):

- a. Hudsonville, MI has a Prinoth unit. It has tracks, is fairly heavy and has a good fuel capacity and different options of tools that can be used to remove snow. They are doing 60 miles per day using a v-plate with 6-8 inches of snowfall. Time would be increased if there is more snow. Using a snow blower would cut the speed in half. They only use the snow blower when the snow is very bad and will not use it at night due to the noise level.

Operators like the machine. It has a decent sized cab. They have tried the Bobcat Toolcat in the past and did not recommend it. There is no float on the bucket controls so that is a constant issue and it does not have enough weight behind it to push much snow. They also use track skid steers. While they are a good machine, they are too wide for the sidewalks among other issues with guidewires, fire hydrants, water shut-offs and landscaping along the sidewalk due to the width. Mini loaders had the same issues with width, weight and they couldn't cross sidewalk culverts as the machine would physically fall in the ditch as the culverts aren't wide enough.

- b. Ladysmith uses a Ventrac. This is 4-wheel unit that articulates. They use one of these in the downtown sidewalk district. It is a more maneuverable machine with a smaller heated cab. You can use a blower, angle blade and possibly a v-plate. The cost of this machine is significantly less, but they do not do any residential streets. They found it very reliable. It is lighter weight and it has a very slow speed of travel.
- c. Pittsville, WI does 18 miles of city sidewalks. They 2 Ventrac units and it takes 3.5 hours to plow. They spoke highly of it. They also use it for a 60" mower deck during the summer. They do go around to every corner with a loader and remove the piled up snow before they do the sidewalks. Logistically, the City of Superior does not have the manpower to do that.

Pricing on sidewalk snow removal equipment is attached to these minutes.

There was discussion on the anticipated obstacles which could include:

- a. Some sidewalks are uneven
- b. Overhanging branches
- c. Using some of these machines could create a second impenetrable berm for people to get through with shovels or snow blowers.
- d. Neither the Ventrac nor the Prinoth could typically address Hollywood sidewalks along the state highways such as E 2nd Street or Tower Avenue due to the volume of snow. That would still need to be done with the large snow blower and a full snow removal crew.

If we were to add the more miles of Safe Routes to school, add 1 staff to the Parks Crew and get the Prinoth, it would be reasonable to complete the job and a good starting point. Some next steps would be to evaluate the Safe Routes to School to see the condition of the trees and sidewalks before the next meeting of the Public Works Committee.

Mayor Paine asked the Public Works and Parks, Recreation and Forestry teams to identify the challenges to clearing all existing Safe Routes to School or reasonable alternatives with an additional staff and new equipment.

4. *Councilor Dalbec*: Requesting N 5th St between Clough Ave and Fisher Ave be excluded from calendar parking.

There was a concern brought to Councilor Dalbec regarding consistency in parking tickets on this street. Residents would like this to be consistent and fair across the board. The end of the street by Average Joe's is seasonally calendar exempt. Discussion ensued on how this might affect the block. Snow removal could be an issue for Public Works.

MOTION by Van Sickle, second by Ludwig and carried to make all of North 5th Street a seasonal exemption from calendar parking from April 1 – October 31.

5. *Councilor Ledin:* Consider traffic calming options near 54th and Hammond.

This area has had issues with cars speeding through the area. With no sidewalks in the area, it makes it dangerous for residents to be out on the street or even in their yards. Resident Lindi Flemmin sent a letter to Councilor Ledin with a petition from herself and 12 neighbors asking for traffic control in the area. She was present for the meeting via phone and shared the concerns they have with traffic in the area.

Councilor Van Sickle showed some potential design ideas to narrow that road using stop signs, paint, reflective tape and natural design elements. This would make drivers more aware that they are entering a residential area and thus slow their speed. She suggested putting a stop sign at 54th and Hammond also, to slow the traffic through that area.

Director Janigo has a traffic counter set up in the area to get some data on the amount of traffic and the speed of traffic in that area. That data will help to help see what the patterns are. He suggested installing a stop sign at 54th and Hammond and doing some temporary traffic calming methods, similar to what Councilor Van Sick showed, but using cones and an erosion control log line to make a bump out. This would be similar to a demonstration project. You could put this in for a week or so and see how it works and then look at more permanent solutions. This would be a good test that could be implemented in other areas of the city as well.

Traffic Lieutenant Trone talked about other complaints the Police Department has had in that area. In the past, they put up speed signs, which help calm traffic while they are there but they are only a short term solution. They also can skew the data as then people slow down while the signs are up. He suggested that patrol could be increased in that area as well as planning ahead for event traffic that the Fair and the races have.

Between now and the next meeting, marks will be made in the pavement, close some of the asphalt usage, police will increase their patrols. This issue will be discussed further at the next meeting of the Public Works Committee.

MOTION by Van Sickle, second by Ludwig and carried to install 3-way stop signs at 54th and Hammond Avenue.

6. *Councilor Bender:* Consider a 4 way stop at 22nd and Hughitt.

Councilor Bender was unable to attend the meeting due to a scheduling conflict. Officer Trone said there have been 2 accidents in close succession in this intersection. In the past, crashes have been mapped there but most have not been intersection related. They installed a speed sign there and the data did not show excessive speed or a really high volume of traffic. The sight line there is restricted and narrow. Accidents average 1 per year since 2013. The two accidents in succession could coincide with the work that was being done on Ogden causing more traffic through this area. Since Councilor Bender was not able to be at the meeting, the suggestion was made to table this item until the next meeting.

MOTION by Van Sickle, second by Dalbec and carried to table this agenda item until the next meeting.

7. Notification of a change order to the MSB Improvements Phase I contract for installation of a snow retention system.

A change order is being issued to Jamar to install a snow retention system on the Municipal Service Building (MSB) roof. Snow sliding off the roof creates a safety concern. A report notifying the committee of the issue, the solution, the cost, and the benefits of Jamar doing the work was provided. Further discussion included how a similar snow slide issue is being addressed at Cooper School and how the relatively steep slope of the MSB roof contributes to the MSB issue. The Phase I Improvement project was under budget and approved CIP dollars remain for this change order. The committee took no exception to the change order.

8. Director Janigo requesting approval of a Professional Plan Review Services Agreement with John Frischman on an as-needed basis.

John recently retired from the Building Inspection team. The position was advertised and in the first round of applications did not produce a qualified candidate. John has agreed to work 10-15 hours per week to do some plan reviews for the department. The job was re-advertised and resumes are currently being reviewed for potential interviews.

MOTION by Ludwig, second by Dalbec and carried to approve a Professional Plan Review Services Agreement with John Frischman on an as-needed basis.

9. ESD Director's Report

Received and filed as submitted.

10. Public Works Director's Report

- a. F Street got its first layer of paving and the concrete work is done.
- b. The 2020 sidewalks are complete and just need some landscaping done.
- c. On the E 2nd Street project they are painting the bridge.
- d. The 28th Street project is complete and the barrels have been removed.

Van Sickle announced the meeting adjourned at 7:22 p.m.

The next Public Works Committee meeting will be held September 16, 2020 at 5 p.m. in Room 204 of the Government Center.

Minutes submitted to the Council Meeting of September 1, 2020.

Sidewalk snow removal equipment

Prinoth

Purchase Price	\$100,000-150,000		
Weight	6,790		
Width	50.5		
Travel speed	20 MPH	V-plow 5 MPH	Blower 2.5 MPH
HP	99		
Fuel Cap	32 Gallons		
48hr window	Units needed 3		

Ventrac

Purchase Price	\$40,000		
Weight	#1,750		
Width	48.5"		
Travel Speed	10 MPH	V-plow 4 MPH	Blower 1.5 MPH
HP	31		
Fuel Cap	6 Gallons	1.6 Gallon per hour	
48hr window	Units needed 3		

Skid Steer 317G

Monthly rental	\$3,000 per month		
Weight	#8,195		
Width	65.1" No bucket	72" W/Bucket	
Travel Speed	7MPH	V-Plow 4 MPH	Blower 1 MPH
HP	65		
Fuel Cap	19 Gallons		

V-Plows for each unit probably damaged so bad by years end we would have to purchase them. Add \$5,000 per unit

Sidewalk snow removal

Prinoth Contact# 920-915-1871 Nick

Hudsonville MI 60 miles per day in 12 hr shift using a V-Blade

They plow every sidewalk and V-blade has rubber cutting edge.

Using a snow blower is half the speed and use dual augured blower during day time operations.

Operators love the machine and has descent size cab.

They tried other equipment

Bobcat tool cat - said don't waste your money on it. No float and to light

Tracked skid steer - Too wide issues with guide wires, Hydrants, water shutoffs, and landscaping

Mini loaders - Same issues and couldn't cross sidewalk culverts

Ventrac Contact# 715-352-3180 Josh

City of Ladysmith WI 7 miles of downtown side walk and some rec trails

Mower deck attachment summer use and winter primarily broom sidewalks in winter. Use angle blade where some minor drifting occurs and just ordered snow blower for it this fall because it had issues with drifts.

They did say they found the machine very reliable compared to a JD utility tractor they used before.

One dedicated operator finds the unit very maneuverable in tight situations.

Draw backs – Small cab, light weight, and slow travel speed

City of Pittsville WI 18 miles of all city sidewalks total. They own 2 units and it takes 3-5 hours to plow all 18 miles depending on snow conditions

60" mower deck, V-blade, and Snow blower.

They did talk very highly of the machine and said it was dependable.

Asked how the machine handles snow plowed up on corners of intersections in residential areas? His response was it doesn't they remove snow on the corner with a loader prior to them getting there. He said it would take forever.