



156 East First Street
New Richmond, WI 54017
Ph 715-246-4268 Fax 715-246-7129
www.newrichmondwi.gov

August 25, 2017

TO ALL MEMBERS OF THE PUBLIC WORKS COMMITTEE:

**Jim Zajkowski
Mike Montello
Craig Kittel**

There will be a meeting of the Public Works Committee on Monday, August 28, 2017, at 2:30 p.m. in the South Conference Room of the Civic Center, 156 East First Street, New Richmond.

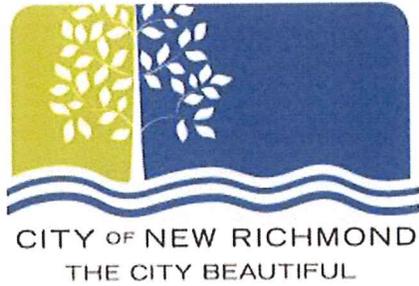
Agenda:

- 1. Roll Call**
- 2. Adoption of Agenda**
- 3. Approval of minutes from the previous meeting, May 3, 2017**
- 4. Urban Forestry Project Update**
- 5. Ponderosa Lane/Norway Pine Circle Stop Sign Request**
- 6. Second/Third Street Parking**
- 7. Knowles/Minnesota Alley between W Second and W First Streets**
- 8. Pershing Avenue Parking/Emergency Services Access**
- 9. Cemetery Fence**
- 10. Communications and Miscellaneous**
- 11. Adjournment**

**Jeremiah Wendt,
Director of Public Works**

A majority of the members of the New Richmond City Council may be present at the above meeting.

Pursuant to State ex rel. Badke v. Greendale Village Board, 173 Wis. 2d 553, 494 N.W. 2nd 408 (1993) such attendance may be considered a meeting of the City Council and must be noticed as such, although the Council will not take action at this meeting.

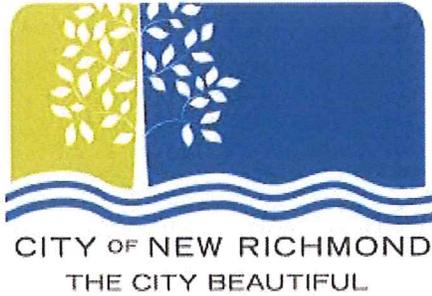


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MEMORANDUM

TO: Public Works Committee
FROM: Jeremiah Wendt, Director of Public Works
DATE: August 23, 2017
SUBJECT: Urban Forestry Project

Staff will give an update on the status of the Urban Forestry Project that has been ongoing throughout 2017.



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MEMORANDUM

TO: Public Works Committee
FROM: Jeremiah Wendt, Director of Public Works
DATE: August 23, 2017
SUBJECT: Ponderosa Lane/Norway Pine Circle Stop Sign Request

Background

Staff received a request from a resident to consider the installation of a stop sign at the intersection of Ponderosa Lane and Norway Pine Circle – a three-way uncontrolled intersection. As we have discussed in the past, the City has many uncontrolled intersections in place, and each one that receives a similar request is analyzed according to best engineering practices and judgment. The Institute of Traffic Engineers has general conditions for allowing uncontrolled intersections as follows:

- Adequate sight distance along the approach and at the intersection to all other legs of the intersection.
- Very low traffic volume—less than 400 vehicles per day for both connecting roads.
- Residential street network meeting both of the above conditions.

Staff conducted a traffic count that showed an average traffic count of 280 vehicles per day on Ponderosa Lane. The intersection in question meets these three criteria, but that does not in itself imply that the intersection should remain uncontrolled. The conditions that would call for a yield or stop sign should also be considered. The conditions for installation of a yield sign include:

- On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater.
- For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of a YIELD sign.
- Facing the entering roadway for a merge-type movement if engineering judgment indicates the control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

The conditions for installation of a stop sign include:

- The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Recommendation

The intersection in question does not meet any of the conditions for installation of a yield sign or stop sign, and meets all of the conditions for an uncontrolled intersection. As such, staff recommends that the intersection, and many others like it throughout the City remain uncontrolled unless and until one or more conditions for installation of a stop sign are met



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MEMORANDUM

TO: Public Works Committee
FROM: Jeremiah Wendt, Director of Public Works
DATE: August 23, 2017
SUBJECT: 2nd/3rd Street Parking

Background

On 2nd and 3rd Streets, one block east and west of Knowles Avenue, the streets are lined with diagonal parking spaces. Staff set out to repaint these parking stalls this summer, it became apparent that the existing layout does not meet the City's requirements for vision triangles, nor do the spaces meet the dimensional requirements for a parking lot in the zoning ordinance. In order to comply with these requirements, the number of parking spaces, and their orientation, would need to be modified.

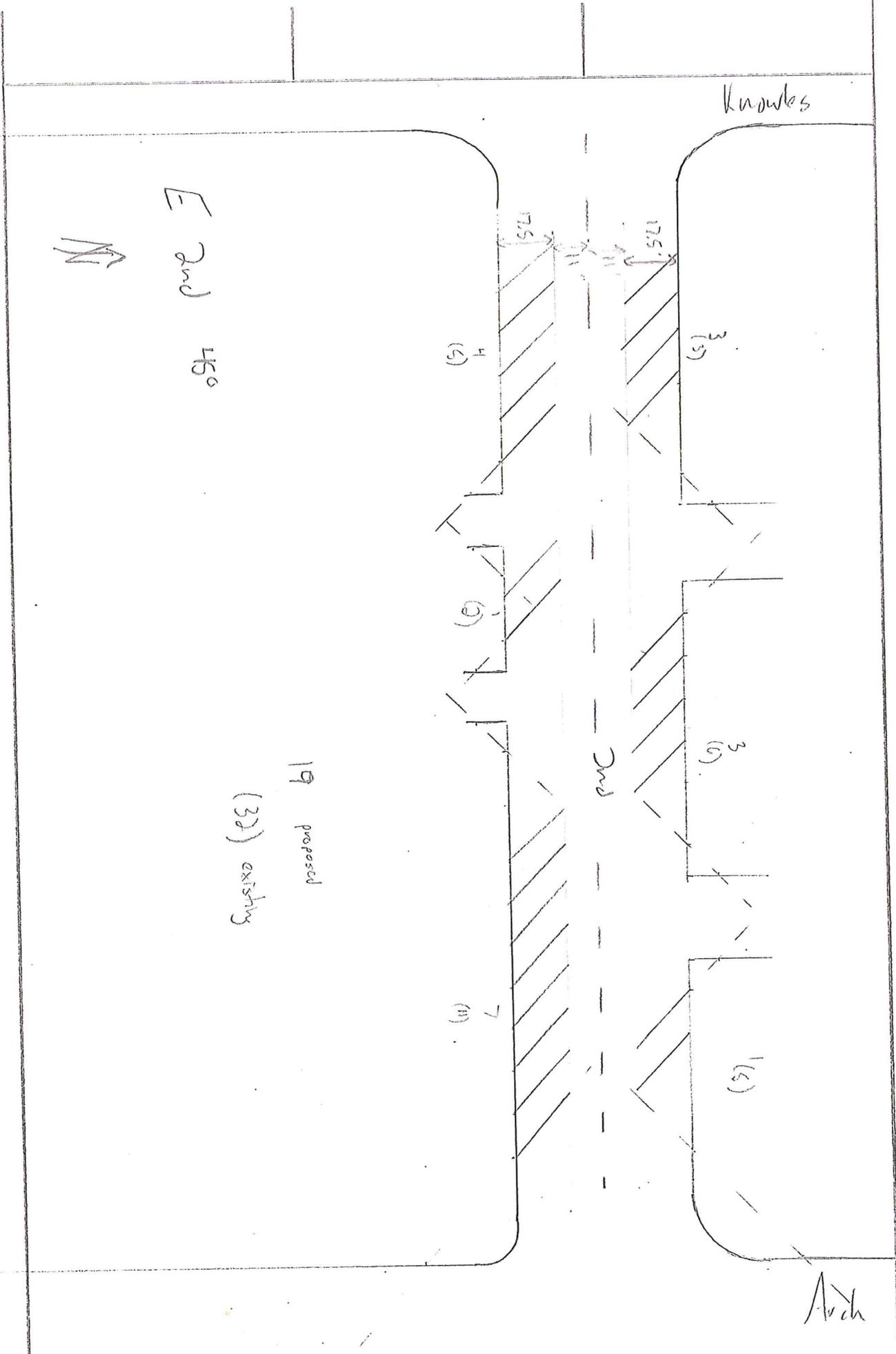
Staff has developed several options for the re-marking of these parking stalls, sketches of which are attached to this memo.

Recommendation

Staff recommends consideration of the conversion of 2nd Street to parallel parking on both sides of the street, with bike lanes between the traffic lane and parking stalls on either side of the street. This would allow for a potential bike lane system connecting the termination of the Drumstick Trail on E 1st Street, all the way across Knowles Avenue and connecting with the bike route on W 2nd Street and Minnesota Ave. Staff further recommends reconfiguring parking on 3rd Street to allow for parallel on one side and angled on the other side, which will provide adequate room for both parked vehicles and vehicular traffic, as required in the Zoning and Subdivision Ordinances.

Knowles

Arch



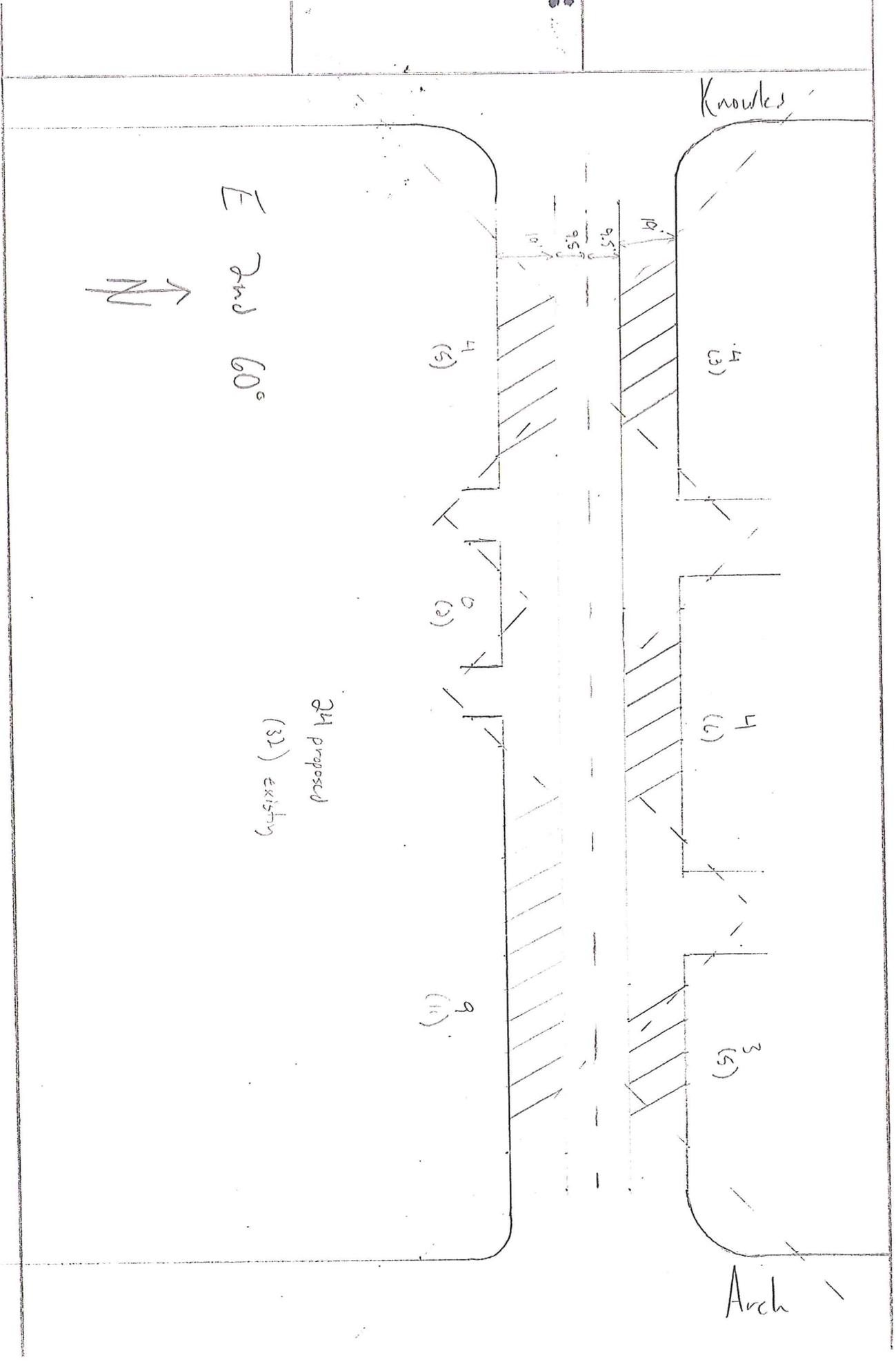
E 2nd 46°



(32) existing

19 proposed

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 32 SHEETS OF SHEETS



E and 60°



Knuckles

Arch

Proposed ME
Existing (32)

4
(5)

4
(3)

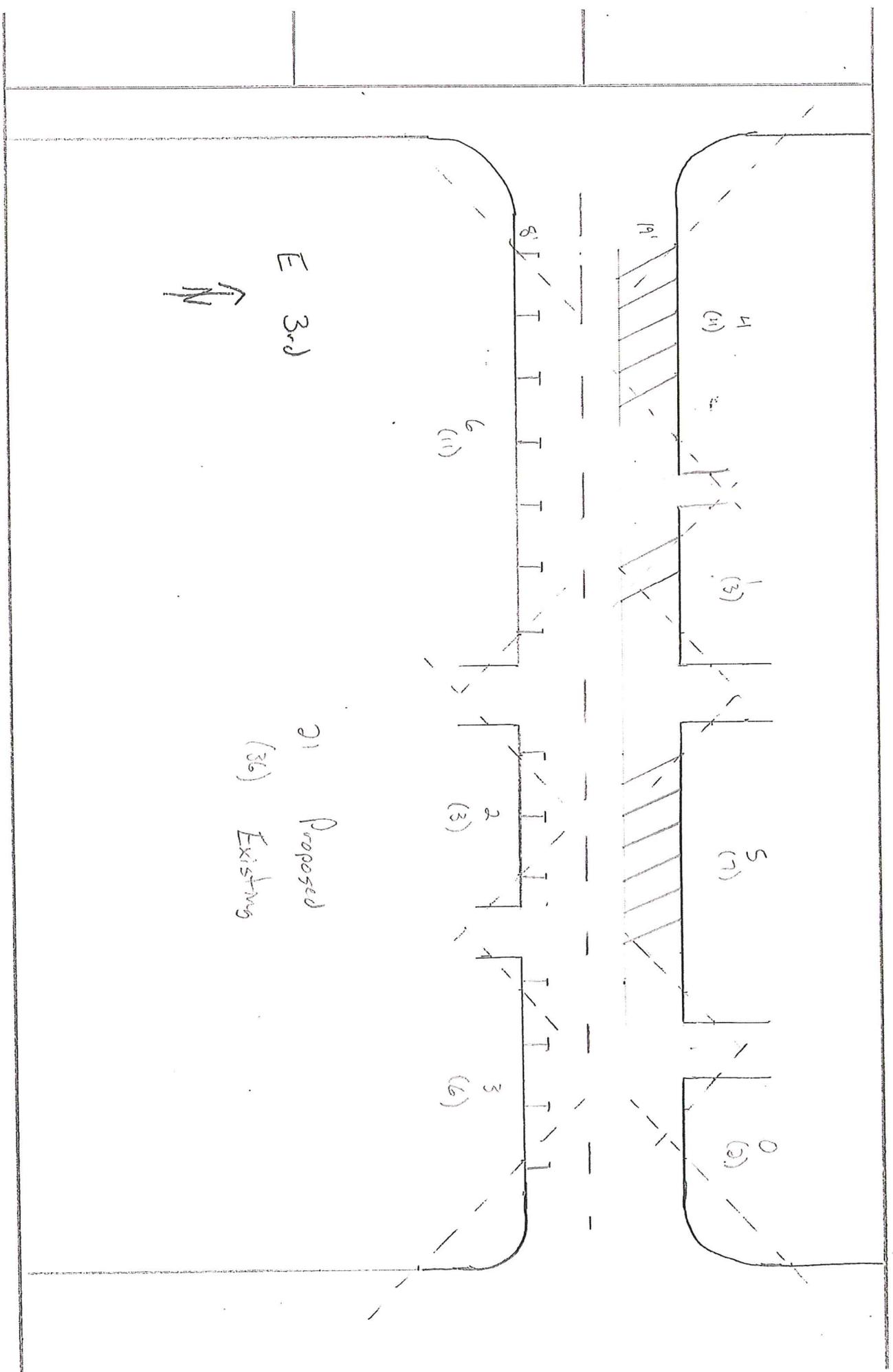
6
(6)

4
(2)

9
(11)

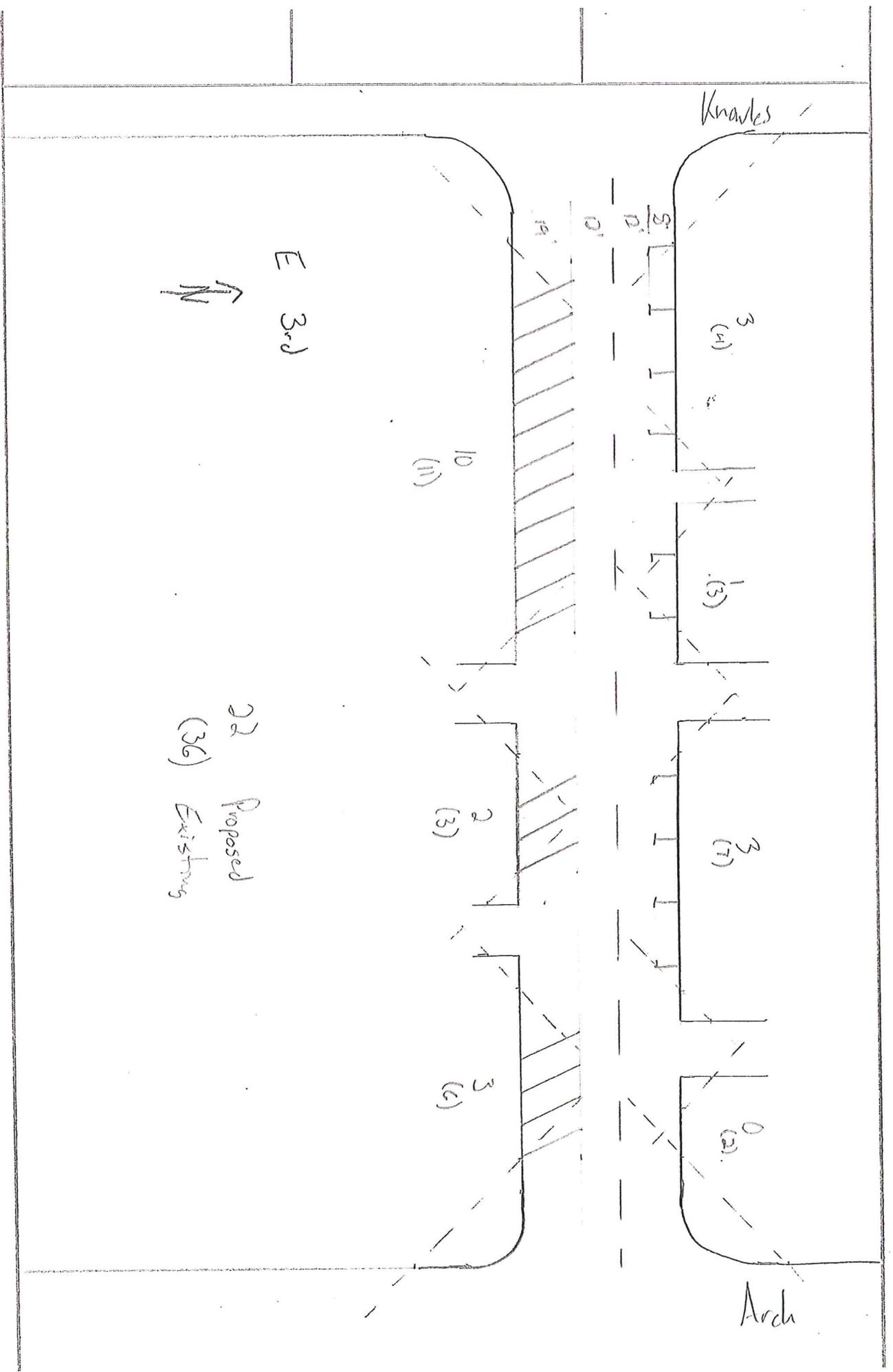
3
(5)

9.5'
10'
9.5'



ALL SHEETS TO BE USED IN CONJUNCTION WITH THE GENERAL NOTES AND SPECIFICATIONS ATTACHED HERETO.

McGraw-Hill Construction Information Group



E 3-d

22 Proposed
(36) Existing

Knuckles

Arch

10' 0"

14' 0"

(4)

(3)

(7)

(2)

(3)

(6)



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MEMORANDUM

TO: Public Works Committee
FROM: Jeremiah Wendt, Director of Public Works
DATE: August 23, 2017
SUBJECT: Knowles/Minnesota Alley between W 2nd and W 1st St

Background

The City owns an odd-shaped parcel adjacent to the Knowles/Minnesota Alley between W 2nd St and W 1st Street. One of the adjacent owners has inquired about the possibility of the City dividing that parcel among the adjacent property owners.

Recommendation

City staff has researched the issue, and recommends dividing the alley and deeding it to the adjacent property owners, provided that access and utility easements are placed on the narrow access area that runs directly behind the Knowles Avenue businesses. This process would be done via CSM, which would need to be approved by the Plan Commission and City Council.



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MEMORANDUM

TO: Public Works Committee

FROM: Jeremiah Wendt, Director of Public Works; Jim VanderWyst, Fire Chief

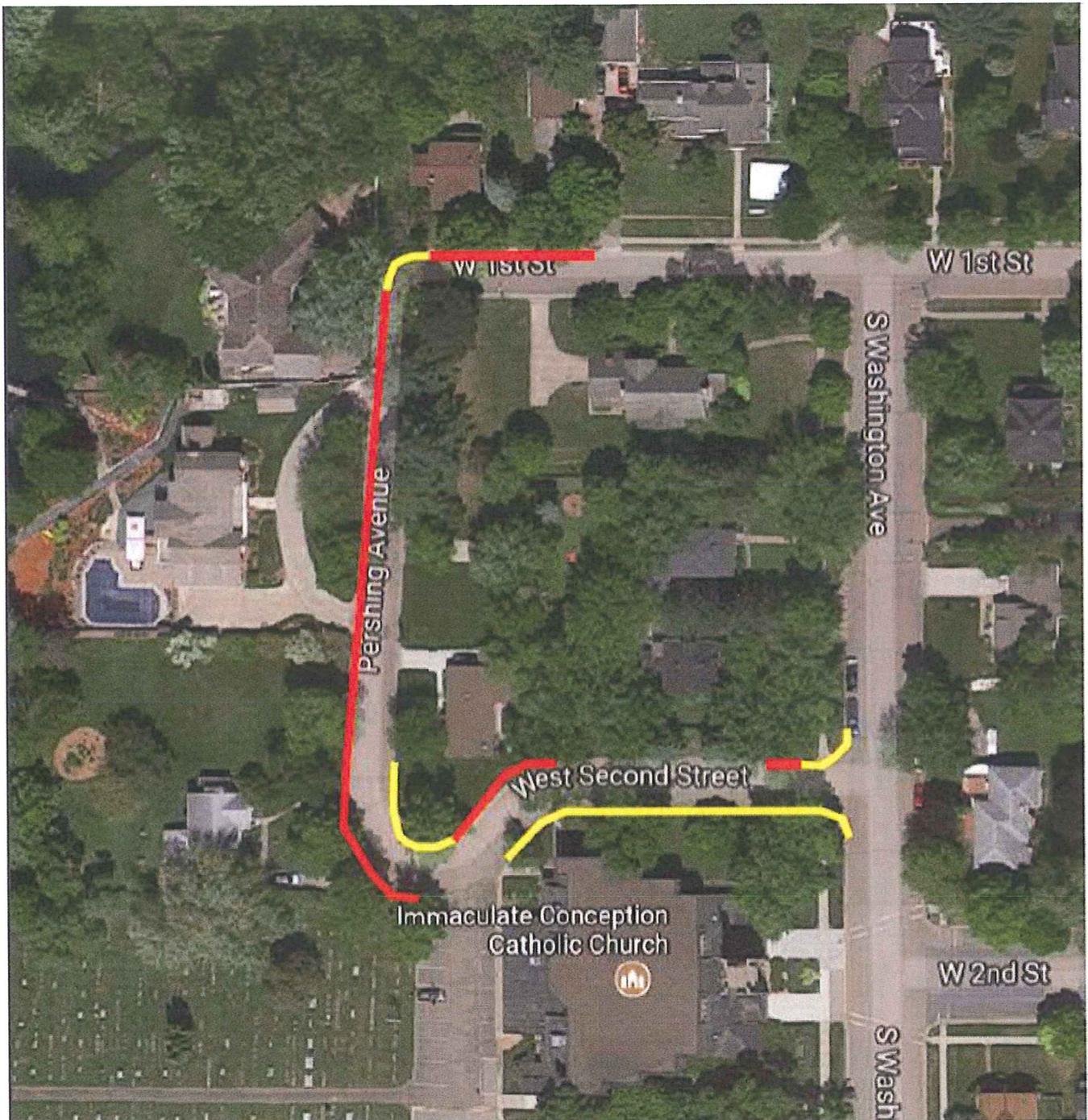
DATE: August 23, 2017

SUBJECT: Pershing Avenue Parking/Emergency Services Access

Background

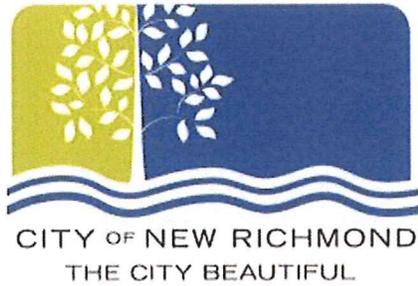
When the City Council was considering the exchange of Right-of-Way with Immaculate Conception Church along Pershing Avenue to align the Right-of-Way with the actual street location, a local resident raised the question of access for emergency services vehicles to Pershing Avenue/West Second Street, particularly when cars are parked on the street. To address this question, City staff drove the street with the ladder truck (the City's longest fire apparatus) to determine what parking restrictions would allow for access to this area.

The map below shows current "No Parking" areas in yellow, and proposed "No Parking" areas in red, in order to be able to maneuver the ladder truck into this area.



Recommendation

City staff are recommending signage and yellow curb paint to designate the areas shown in red on the above map as "No Parking."



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MEMORANDUM

TO: Public Works Committee
FROM: Michael Mroz; Operations Manager
DATE: August 23, 2017
SUBJECT: Cemetery Fence

Background

At the May Public Works meeting, the committee tabled the decision to remove the New Richmond Cemetery boundary fence along Starr Avenue and directed staff to obtain quotes for replacement. Staff has since contacted Cyclone Fence to replace 760 feet and the rough estimates came back as follows:

	PER FOOT	TOTAL
• 4' black chain link	\$16.00	\$12,160
• 6' black chain link	\$19.00	\$14,440

Recommendation

Since there are no funds in the 2017 budget earmarked for this project, staff recommends removing the existing fence and allocate funds in an upcoming budget cycle if problems and/or complaints arise.

