

CITY OF VERONA

MINUTES

PUBLIC WORKS/SEWER & WATER COMMITTEE

MONDAY, FEBRUARY 11, 2019

1. The meeting was called to order by Mr. Touchett at 5:15pm.
2. Roll Call: Present: Evan Touchett, Chad Kemp, and Sarah Gaskell. Also present: Theran Jacobson, Public Works Director; Adam Sayre, City Planner; Katherine Holt, Assistant City Planner; Jess Billmeyer, AECOM. Also present: Fred DeVillers, FDG; Bill Dunlop, JSD; Tomas Torro, JSD.
3. MOVED by Touchett, seconded by Kemp, to approve the minutes of the January 28, 2019 meeting of the Public Works/Sewer and Water Committee. Motion carried 3-0.
4. MOVED by Touchett, seconded by Kemp, to recommend awarding contract for Project 2019-101, Verona Street Asphaltic Rehabilitation Project to Raymond P. Cattell in the amount not to exceed \$430,840.00. Motion carried 3-0.
5. MOVED by Touchett, seconded by Gaskell, to recommend awarding contract for Project 2019-102, Bituminous Seal Coat Project to Fahrner's Asphalt Sealers of Waunakee, WI in the amount not to exceed \$237,870.00. Motion carried 3-0.
6. MOVED by Touchett, seconded by Kemp, to recommend approval of the Memorandum of Understanding for Joint Design and Construction of MMSD Pumping Station 17 Force Main Relief – Phase 1 and City of Verona East Side Interceptor Replacement. Motion carried 3-0.
7. MOVED by Touchett, seconded by Gaskell, to recommend approval of the release of the temporary construction easement under document number 4297834 located at 2159 Range Trail. Motion carried 3-0.
8. Discussion about Whispering Coves subdivision including pedestrian traffic and safety, pond maintenance requirements, design of terraces and cul-de-sacs, lack of VASD feedback. Informal notes are documented below during discussion.
 - a) Dunlop noted that the 50-foot ROW is now a 60-foot ROW with a 6' terrace as a minimum around the cul-de-sac. Street widths would like to see 28' foot edge to edge and 30' face to face if allowed with one-side on-street parking. There are a number of studies regarding slower speed and narrow street width.
 - b) Jacobson presented what Verona streets sections currently are and why. Typical section is 18' from the centerline to the face of the curb with a full 9' terrace measure from back of curb to edge of sidewalk for residential street. Jacobson showed an example in Cathedral Point and other locations throughout the City after 13 inches of snow. The intersection configurations do not follow engineering standards and create a hazard for the right turn movements, for speed, vision, and stop control. The details are identified below.
 - c) Dunlop – Cross section have been modified per the drawings shows. Will provide to staff.
 - d) Billmeyer - It is important for pedestrians and visibility for cars sight distance depending on the type of design at an intersection.
 - e) Touchett - Is there any parking in front of those properties near the primary intersection near Street R?

- f) Jacobson - No on-street parking in those residents south of intersection near Street R. Jacobson presented the preferred design of the intersection on the white board that has been used in other locations of the City.
- g) Gaskell - Why do we need pass through right lanes? 4-way stop or through-right turn lane instead of single right turn lane with median? There would be less places for drivers to look. Where the trail is crossing this is the only control for the crossing?
- h) Jacobson - They have used this design to place boulevards on collector streets. These would be an issue for mowing or river stone with plantings could be placed similar to Locust and S. Main intersection.
- i) Jacobson – Options are to square the intersections and closing off the boulevards so they are end to end.
- j) DeVillers - More landscaping in the corridor with HOA landscaping maintenance, which are a higher level landscaping.
- k) Sayre - Cathedral Point has a condo association in Verona but the fee is minor.
- l) Jacobson - Trail would be maintained year round by the City staff.
- m) Jacobson - Discussed temporary access point and what is being discussed in the TIA as an update to the committee.
- n) Dunlop - The TIA had two alternatives. 1st phase of the development, determined how much it could handle and the breaking point for the single family. Number of trips in the eastern forty is being determined the tipping point. The analysis was done solely on single-family on single access point.
- o) Billmeyer - TIA had full build out and took out half the multi-family and still failed at the intersection. The delays were 65 to 70 with half the multifamily. 55 seconds is failing. The TIA is not approved at this point.
- p) Jacobson - Pointed out the number of storm water management facilities. The more facilities means the more risk for the site and maintenance in the future. There is a dry pond used for infiltration. Dark green is to take water in as shown on the exhibit. Make sure the buildings meet all of the requirements.
- q) Dunlop - Described what was analyzed and the checks for the development. The second 100-year storm is not a requirement but is a disaster analysis. The lots are all 2' above the back to back 100-year event. The infiltration meets the standards.
- r) Gaskell - People are very concerned about storm water events and how can you design for the larger event even though you don't have to build for it. WDNR controls these standards.
- s) Jacobson - 100 year storm is the regulatory is the code at state, county and local level. CARPC has a 100 year back to back because of the closed kettle requirement, which is met based upon current layouts.
- t) Jacobson - Showed photos of the latest snow storm with measurements. Gang mailbox locations are a different topic of discussion. Alternate side parking and typical street geometrics is very important to help with snow removal, public works operations, etc. throughout the winter. Safety improvements we have used in the city are vision triangles, pork chop islands, medians, bump-outs, and beacon crossings.
- u) Gaskell - We could do parking on one-side and in a certain timeframe is alternate side parking. Balancing narrower streets against a handful of snow events. It is easy to have parking restrictions with a new development to establish the rules.

- v) Kemp - Would you have to change the structure of the trucks? What about other streets with smaller widths?
- w) Jacobson – No, the routes are set. It may require an additional pass for the plow due to the lack of utilizing the plow full potential and offsetting the centerline.
- x) Jacobson - Unsure how many miles are being added to the system. Two staff members would need to be hired to handle this area and Kettle Creek North plus equipment. Hometown Grove is 36 feet except 32 feet for Goldenrod. It will create more staff time for clearing the street. We don't haul snow from subdivisions except at a certain height in cul-de-sacs. We plow snow to the center of the cul-de-sacs.
- y) Jacobson - Described the cross-sections using the Applicant's exhibits. 32' face to face is a concern. Narrow terraces do not provide ample snow storage and create vision concerns. Terraces are used for snow storage, street sign placement, trees, private utility companies to serve the development, brush collection, etc.
- z) Touchett - It is cleaner to do parking on alternate side all year around if the streets are narrower.
- aa) Gaskell - Every cul-de-sac is a pocket park. We are pushing snow to the center of the cul-de-sac with the salt towards the equipment and killing the grass.
- bb) Gaskell - Ok with narrower streets with alternate side parking year round. Concern with the school street width. We need to adjust or account for school traffic. We need to see what the changes are that the Applicant has done. 32' wide road with 8' terrace.
- cc) Jacobson - Suggests that there shall be a terrace with no obstructions to help with snow storage in the islands.
- dd) Gaskell - Year round alternate parking with 32 feet and 8 foot terrace.
- ee) Torro - Design completed for removing the retaining walls except for one wall.
- ff) Touchett - Prefers bump out for pedestrians. How many crashes are recorded for pedestrian and bicyclists in the City? Forcing cars alternating side is good.
- gg) Gaskell – Developer to provide graphic to illustrate speed and hit for pedestrian.
- hh) Sayre - 8.5' minimum terrace width/alternate parking/32' width back of curb to sidewalk.
- ii) Dunlop - Clarification for terrace for cul-de-sacs?
- jj) Jacobson - Still wants minimum of 8.5' terrace width throughout. Why not keep the right of way at 66' minimum as required? Space could be used for a wider terrace.
- kk) Gaskell - VASD feedback on school site?
- ll) Dunlop - No response, but did move the school south. 60' right of way with 7.5' terrace going into the cul-de-sac.
- mm) Sayre - Update the exhibits and present the updates. JSD to send to City staff.
- nn) Touchett - He has maintenance concerns about the ponds and hopes to reduce the number of ponds. This puts an extra burden on the City.

oo) Gaskell - Visually flip it to see the topography with the design would be helpful.

pp) Jacobson - Dunlop shall submit the current drawings to Jacobson ahead of the formal submittal to continue discussions at next committee meeting.

qq) No action taken.

9. MOVED by Touchett, seconded by Gaskell, to adjourn at 6:43pm. Motion carried 3-0.

Note: These minutes were prepared by Theran Jacobson, Director of Public Works and Katherine Holt, Planning. These minutes are based on the notes of the recorder and are subject to change at a subsequent meeting.