

Minutes of the Public Safety Committee Meeting – March 29, 2021

Members Present: Phil Wedekind, Tom Kolb and Mike Plautz. **Others Present:** Tom Pinion, Rob Sinden, Tony Gilman, Wade Peterson, Kevin Stieve, Ann Burton, and Kris Jackson.

Call to Order - Committee Chairman Phil Wedekind called the meeting to order at 1:00 P.M. at Baraboo City Service Center. Compliance with the Open Meeting Law was noted. It was moved by Kolb, seconded by Plautz to approve the agenda as posted. Motion carried unanimously. It was moved by Plautz, seconded by Kolb to approve the minutes of the February 22, 2021 meeting. Motion carried unanimously.

Action Items

- a. Consider adding signage and possible traffic control measures for the Hill Street railroad underpass – Ann Burton addressed the Committee on behalf of the owners of the Hill Street Condos about their concerns regarding safety primarily for pedestrians. Burton’s full report with attachments has been a part of the minutes. The Condo Association asked the Committee to consider speed humps, signage to slow traffic for pedestrians, possibility of closing road to vehicle traffic, and possibility of crosswalks across Manchester at Effinger, Manchester at Mill Race, and Mill Race at Hill Street. Pinion said that the cost of constructing a separate pedestrian underpass, or overpass would be very expensive. Pinion said that he consulted with the City’s insurance provider and discussed the situation and the potential changes to the existing signage. Their response was “the signage that has been proposed adequately addresses the concerns that have been brought to the City’s attention by the residents in the area”. Pinion would be an advocate to discourage pedestrian traffic. Kolb likes the yellow and black signs and feels the City should cautioning about pedestrians. Timed flashing lights were discussed as a possible solution, the cost is \$20,000. Kolb feels that timed flashing lights is not a reasonable cost in a place that has had no pedestrian or vehicle accidents; however, he feels that something more needs to be done. Kolb likes the black and yellow sign stating Pedestrian Traffic, Slow Down, 15 MPH, and he would like it placed as close to the viaduct as possible on both sides. Plautz agrees. Kolb asked Gilman his thought on speed humps. Gilman said he is not a fan the way the road is he does not feel it is a good idea, he feels speed humps should be kept on a level surface. Kolb would also like to have the suggested crosswalks painted. After a lengthy discussion, Kolb moved to adopt the black and yellow Pedestrian Traffic/Slow Down/15 MPH sign. Pinion asked if the Committee still wanted to convey Yield To Oncoming Traffic. It was the consensus of the Committee to have a sign conveying that message also. It was stated that both sign could be placed on the same signpost and installed closer to the underpass. Kolb amended his motion to include Yield To Oncoming Traffic cautionary sign. Plautz asked if his motion included the crosswalks. Pinion said that the crosswalks were not on the agenda, but they would be taken care of. Plautz seconded the motion. Motion carried unanimously.
- b. Consideration of Proposals for Engineering Services for CTH A Water Tower Coating Rehabilitation – Peterson said that proposals were sent to five firms, two of which chose not to participate. He said that three responding are all reputable firms, all having good packets. MSA Professional Services was low bidder at \$26,400. It was moved by Kolb, seconded by Plautz to award the Engineering Services for the CTH A Water Tower Coating Rehabilitation to MSA Professional Service for \$26,400. Motion carried unanimously.
- c. Review and recommendation of 2021 Alley Reconstruction projects – Pinion said that there is money in the 2021 budget allocated for alley reconstruction. Kolb said that he would like to have #5 alley moved to #3. Plautz moved, Kolb seconded to reconstruct the following alleys:
 1. Between Lynn St. & Baraboo River, Lynn to Walnut (325 Lynn Street Project)
 2. Between 2nd and 3rd Avenues, West to Center.
 3. Between 6th Avenue and 7th Avenue, Birth to West.
 4. Between Summit and Wood, 9th to Summit (North/South Section)
 5. Between 11th and 12th Streets, East to Ash.Motion carried unanimously.
- d. Review and approval of monthly Billing Adjustments/Credits for Sewer and Water Customers for February 2021– It was moved by Kolb, seconded by Plautz to approve the monthly Billing Adjustments/Credits for Sewer and Water Customers for February 2021. Motion carried unanimously.

Information Items

- a. Update on status of Water Rate Adjustment application – Peterson said that he received the final packet with an overall rate increase of 49.27%. He said that the increase would affect everyone differently. Peterson explained the increase and reasons

for increase. Peterson clarified that this rate increase is only the water portion of the bill. Peterson said after September 10, 2021 there would no longer be an agreement with West Baraboo. Peterson said that the Utility is losing approximately \$80,000 per quarter with the rates at this time. Peterson said with the rate increase the Utility moves from being the lowest in the County to third or fourth, and with all of the Class A & B's they would move from being the fourth lowest to not even the middle of the pack. Peterson said that the new rates would take effect July 1, 2021; residents will see it on October 1, 2021. Peterson said that the Utility was paid from LSC

Reports

- a. Utility Superintendent's Report
 - i. Staffing Updates – No report
 - ii. Project Updates – Peterson said that all WRRF Fiber project equipment is here, L.W. Allen and County MIS are working on the programming of the new switch. He said that he hopes to see this completed in the next few weeks. He said that new auditing firm would be here next week. Peterson said the DNR informed him to get all of the paperwork read for another principal forgiven loan; the official notice should come in early April. He said \$99,000 was requested to complete approximately 30 private services.

- b. Street Superintendent's Report
 - i. Staffing Updates – Pinion said that the department is still splitting shifts.
 - ii. Equipment Updates – Gilman said that the new 2020-plow truck came in and is in the parking lot for the Committee to view after the meeting.
 - iii. Monthly Report on Public Works Department – Gilman said that the Department was significantly under the salt/sand use, due to the winter. He said that the mild spring has given the opportunity to begin street sweeping. Brush site closure has been going well, citizens are calling in daily and when 10 or 12 are on the list a crew will be sent out to pick up. Gilman said since the first of the year there have been six offenders, and none of them are illegal dumping, they are brush; therefore, it is more of an education that the City will pick up curbside. He said the department performed a couple unscheduled stormsewer repairs and have been patching streets on an as needed basis as weather permits. He said that the department has been assisting Parks/Forestry with re removal and stump grinding will begin next week. He said that leaf pickup begins on April 12.

- c. Police Chief's Report
 - i. Staffing Update – Sinden said that there is one detective's position that is vacant and they anticipate filling that from within the ranks in July. He said that the department was very fortunate in their last application go around to have some very good quality candidates. He said that the individual who will be hired because of that promotion has been contacted. Sinden said that the Department's biggest challenge would be maintaining staff. Sinden that that the Department has trained 19 police officers, 2 CSO's, and 2 administrative assistants since 2012. Sinden said that resident contact stops due to COVID, but the events did not stop. Sinden said as it relates to staffing in the future, he knows that is will be a challenge and that they have to continuously reinforce to the public here in Baraboo that the department is transparent and wants to be open and honest with the public.
 - ii. Case Response Update – Sinden said that the report in the packet would get better as the program progresses. He said he would like to work toward reporting trends instead of just numbers. Sinden said that the department is working to get back to some type of normalcy as it pertains to COVID. He said that they are trying to slowly increase their contact with citizens

- d. Fire Chief's Report
 - i. Monthly Incident Report – Stieve said that the Incident Report would be in the Council packet next Monday.
 - ii. Building Remodel Update – Stieve said the building remodel is complete and the process of EMS Operations moving in is nearing. He said that he would like the Committee to come up sometime to see what is going on, possibly the next meeting could be held there.
 - iii. Staffing updates – Stieve said that they have a fluid staffing process as well. He said they did add one person in March and a couple will be leaving in the near future.

AJOURNMENT – It was moved by Plautz, seconded by Kolb to adjourn at 2:17 p.m. Motion carried.

Respectfully submitted,

Phil Wedekind, Chairman

Safety Concerns in the Hill Street Area

March 29, 2021

My name is Ann Burton and I'm speaking on behalf of the owners of the Hill Street Condos about our concerns regarding safety primarily for pedestrians as they pass on Hill Street between the sidewalk that ends at our common driveway and starts again sidewalk at the Dog Park, especially in the area the railroad bridge underpass.

The City has done much to improve the area by establishing a wide variety of recreational options. These improvements are wonderful and are greatly appreciated.

As a natural result of these improvements, however, traffic volume has increased and pedestrian traffic has greatly increased. Residents in our area have witnessed many close calls in cases where vehicles are traveling too fast for conditions when pedestrians are present.

We realize that this area has not had a history of vehicular accidents reported and attribute that to drivers yielding to other cars. There are drivers, however, who, not seeing another vehicle approach, speed through the underpass causing danger for anyone that might be passing through on foot or bike.

I've talked with Tom Pinion three or four times about this, and others in our association have written letters and expressed concerns to Tom, the mayor and our council person over the last few years. Signs were put up a few years ago advising a speed of 15 mph and of the road narrowing. These are helpful but have not had a sufficient enough impact.

In February and March committee memoranda and emails to others, Tom Pinion had suggested that "No Pedestrians" signs be posted. Our condo group is adamant in our opposition to this idea for a number of reasons including providing access to the recreational area by South Side residents, placing liability on pedestrians rather than unsafe drivers, and all having full knowledge that pedestrians will continue to use the route.

Minutes from the February's Public Safety Committee Meeting indicate the committee discussed this issue and moved to add "yield to oncoming traffic" signage. Residents of our condos, however, feel that additional signage should instead advise drivers to slow down and watch for pedestrians. Some possible signs of this type are shown on the attached page.

In addition to this type of signage we would ask the committee to consider further options to improve safety for pedestrians. In conversations with Tom Pinion he has mentioned flashing lights to warn drivers of oncoming traffic, but

said they are expensive. Again, we feel these would be aimed at improving vehicular rather than pedestrian safety. Rumble strips were also mentioned as a possible way of slowing traffic, but these can be noisy and wear down over time.

Speed humps on either side of the tunnel could be very effective in slowing traffic thus improving safety for both pedestrians and vehicles. Since Hill Street is not a "straightaway" the effectiveness of speed humps here would differ from the one on Manchester.

And finally, there is the possibility of closing the street to vehicular traffic. Others have suggested this, and our association would certainly not be opposed to it.

I spoke with Roy Franzen, Chair of the Parks Commission, on March 15 about our concerns. Roy stated the Commission has talked about access and safety issues as well, but the matter now being discussed is not his Commission's issue to be solved. He did say that he feels speed humps would be helpful.

The website of the US Department of Transportation Federal Highway Administration has a section on Safety. In it there is information under "Traffic Calming" about speed humps (see attached). These are typically 3" high and 12' in length along the vehicle travel path axis. As you will read in the copy I've attached, under "Effects and Issues" is stated:

"Speed effects of a single or series of speed humps are greater than for any other traffic calming measure with the exception of route diversions that eliminate a particular traffic movement."

In conclusion, our emphasis is to create safer conditions for pedestrians passing through this area, rather than mitigating auto collisions. We ask the Public Safety Committee to improve safety for pedestrians in the area by taking further action, both through signage and other methods, that will more effectively slow traffic in the underpass area.

Thank you.

In addition to the above mentioned concerns, the Hill Street Condo Association is requesting that, also for pedestrian safety, crosswalk lines be painted on the pavement at three locations in the area:

- across Manchester at Effinger*
- across Manchester at Mill Race*
- across Mill Race at Hill*

(See attached air photo.)

Signs that warn drivers to slow for pedestrians



U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

Safety

Traffic Calming ePrimer – Module 3

3.9 Roundabout

DESCRIPTION AND GENERAL PURPOSE

A roundabout is an intersection design that contrasts with designs that require traffic signal control or stop control. A roundabout is often used as a replacement for a signalized intersection. A small modern roundabout and mini-roundabout are similar (presented as a separate traffic calming measure in section 3.8 of this ePrimer [provide link]).

A full roundabout is typically appropriate only at the intersection of two arterial streets or of an arterial street with a collector street. The full roundabout does not generally fit within the footprint of lower classification street intersections.

A roundabout is sized to accommodate all large vehicles circulating the center island and the center island is non-traversable.

A roundabout provides a horizontal deflection with an island at the entry point and requires every vehicle to follow a circuitous path no matter which departure leg of the intersection is the destination (as illustrated in Figure 3.9.1). As a result, traffic speeds are moderated (note: even though overall delay per vehicle may be reduced in comparison to a signalized or stop-controlled intersection).

The roundabout is included as a traffic calming measure in this ePrimer because it can be used to change the operating character of a roadway as it transitions from a higher-speed operation to a lower-speed operation within a higher-density community with more pedestrian presence.

The reader is referred to *NCUARP Report 672, Roundabouts: An Informational Guide* for a thorough description of roundabout characteristics, applicability, effectiveness, and design issues.



A complete description and design considerations for a roundabout is presented in *NCHRP Report 672, Roundabouts: An Informational Guide*.

The MUTCD has sample striping layouts for single, multi-lane, and hybrid roundabouts.

3.10 Speed Hump

DESCRIPTION AND GENERAL PURPOSE

ITE has developed a recommended practice entitled *Guidelines for the Design and Application of Speed Humps*. Further guidance and clarification can be found in that publication.

A speed hump is an elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow (see Figure 3.10.1). A speed hump is typically 3 inches in height (with applications as high as 4 inches) and 12 feet in length along the vehicle travel path axis (note: a *speed hump* that is 20 feet in length and flat in the middle is considered a *speed table* in this ePrimer).

At typical travel speeds along a residential street or in a small commercial business district, a speed hump produces sufficient discomfort to a motorist driving above the speed hump design speed to discourage speeding. It encourages the motorist to travel at a slow speed both upstream and downstream of as well as over the speed hump.

[A speed hump is also referred to as a road hump or undulation.]

[What's the difference between a speed hump and a speed bump? A speed hump is typically 12 feet in length (in the direction of travel), between 3 and 4 inches in height, and is intended for use on a public roadway. A speed bump is much shorter, between 1 and 2 feet in length (in the direction of travel). A speed bump can be as much as 6 inches in height. A speed bump is typically found in a parking lot or commercial driveway, but not on a public roadway.]

The initial speed hump applications were similar to the 12-foot speed hump, characterized in this section of the ePrimer. Variations in length and shape were applied and were initially considered speed hump variations. As the 20-foot measure became a standardized size and shape, it became known as a speed table. The reader is cautioned that when reviewing literature, design standards, and effectiveness analyses for speed hump, what is included within the umbrella of "speed humps" has varied over time.

[Five field studies of 51 speed humps measured crash reductions between 33 and 48 percent (Source: FHWA, Engineering Speed Management Countermeasures: A Desktop Reference of Potential Effectiveness in Reducing Crashes, July 2014)

http://www.safety.fhwa.dot.gov/speedmgt/ref_mats/eng_count/2014/reducing_crashes.cfm]

[Seven field studies of 199 speed humps measured reductions between 6 and 13 mph for 85th percentile speeds (Source: FHWA, Engineering Speed Management Countermeasures: A Desktop Reference of Potential Effectiveness in Reducing Speed, July 2014)

http://www.safety.fhwa.dot.gov/speedmgt/ref_mats/eng_count/2014/reducing_speed.cfm]



Figure 3.10.1. Speed Hump with Bicycle Lane and On-Street Parking
 (Source: Scott Batson)

APPROPRIATE APPLICATION

Appropriate Application – Speed Hump	
Type of Street	<p>Appropriate for a residential local street or any street where the primary function is to provide access to abutting residential property (see Figure 3.10.2)</p> <p>Appropriate for a street that provides access to a school, park, or community center</p> <p>Also appropriate for neighborhood or residential collectors</p>
Intersection or Roadway Segment	<p>Placed at a midblock location, and not near an intersection; as an example, Pennsylvania recommends a distance of 150 feet from an unsignalized intersection and 250 feet from a signalized intersection</p> <p>Should not be placed on a sharp curve; ITE <i>Guidelines for the Design and Application of Speed Humps</i> recommends a minimum horizontal curve radius of 300 feet (see Figure 3.10.3)</p>

Roadway Cross-Section	<p>Can be used on a single-lane one-way street or two-lane two-way street; should stretch across only one travel lane in each direction</p> <p>Typically installed on a roadway with an urban cross-section (i.e., curb and gutter)¹¹</p> <p>Typically placed one foot from a curb for drainage or six inches from the edge of a non-curbed roadway</p> <p>A speed hump can be applied on a cross-section both with and without sidewalks or bicycle facilities</p>
Speed Limit	<p>Appropriate if posted speed limit is 30 mph or less (per ITE <i>Guidelines for the Design and Application of Speed Humps</i>); many jurisdictions adhere to ITE maximum (e.g., South Carolina, Pennsylvania); some use a 25 mph ceiling (e.g., Delaware)</p> <p>Generally not appropriate when the pre-implementation 85th percentile speed is 45 mph or more</p>
Vehicle Traffic Volume	<p>Appropriate if daily traffic volume is relatively low; as examples, Pennsylvania sets a maximum daily volume of 3,500; South Carolina uses a maximum of 4,000; Pasadena, CA (41) uses a daily volume maximum of 4,000, with at least 1,000 vehicles in each direction</p> <p>ITE <i>Guidelines for the Design and Application of Speed Humps</i> recommends consideration only if no more than five percent of the overall traffic flow consists of long-wheelbase vehicles</p>
Emergency Route	<p>Generally not appropriate for a primary emergency vehicle route or a street that provides access to a hospital or emergency medical services; speed cushion and speed table are similar vertical measures that could be appropriate</p> <p>An emergency vehicle can cross a properly designed speed hump but at a slow speed</p>
Transit Route	<p>Generally not appropriate for a bus transit route but examples of speed humps on bus routes do exist; a speed table and speed cushion are similar vertical measures that could be appropriate</p>
Access Route	<p>Not appropriate along the primary access to a commercial or industrial site</p>
Grade	<p>Can be installed on, or beyond, a crest vertical curve only if there is adequate stopping sight distance or warning signs are provided</p> <p>ITE <i>Guidelines for the Design and Application of Speed Humps</i> recommends consideration only on a street with a grade of 8 percent or less (see Figure 3.10.4); many jurisdictions adhere to that maximum (e.g. Pennsylvania, South Carolina) but others follow a lower value: Delaware – 6 percent; Minnesota and Pasadena, CA -5 percent</p>

¹¹ If the street does not have curbing, an obstruction such as signing, flexible delineator posts, or bollards may be necessary to discourage a motorist from driving around the hump. Potentially hazardous objects (e.g., rocks, boulders) should not be used.



Figure 3.10.2. Speed Hump on Residential Neighborhood Street
(Source: Lucy Gibson)



Figure 3.10.3. Speed Hump Along Horizontal Curve
(Source: Scott Wainwright)



Figure 3.10.4. Speed Hump on a Grade
 (Source: Scott Wainwright)

EFFECTS AND ISSUES

Effects and Issues – Speed Hump	
Vehicle Speed	<p>Single speed hump reduces vehicle speeds to the range of 15 to 20 mph when crossing the hump; speed reduction effects decline at the rate of approximately 0.5 to 1 mph every 100 feet beyond the 200 foot approach and exit of a speed hump; in order to retain slower vehicle speeds over longer distance, series of speed humps is needed (see Figure 3.10.5)</p> <p>ITE <i>Guidelines for the Design and Application of Speed Humps</i> recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph; some jurisdictions have refined guidelines:</p> <ul style="list-style-type: none"> • Pennsylvania – spacing between 250 and 600 feet • South Carolina – spacing of no less than 350 feet • Virginia – spacing of approximately 500 feet, clear visibility of 200 feet, and placement no closer than 200 feet from an intersection • Pasadena – speed hump series only on street segment that is at least 1,200 feet in length and traffic signals or Stop signs are at least 1,200 feet apart <p>Proper placement of initial speed hump in a series is significant; ITE <i>Guidelines for the Design</i></p>

	<p><i>and Application of Speed Humps</i> recommends that the first speed hump in a series be normally located in a position where it cannot be approached at high speed from either direction; to achieve this objective, it is typically installed within 200 feet or less of a small-radius curve or Stop sign or, if installed on a street with a significant downgrade, at the top of a hill</p> <p>Refer to Module 4 for additional data</p>
Vehicle Volume	<p>As single installation, there is little traffic diversion from the street; as part of a series, typical volume reductions of 20 percent observed</p> <p>Refer to Module 4 for additional data</p>
Pedestrian Safety and Mobility	<p>Not a preferred location for a crosswalk Refer to Module 6 for additional discussion</p>
Bicyclist Safety and Mobility	<p>Bicyclist safety should not be affected; some jurisdictions use maximum street grade of 5 percent on a street with a speed hump if designated as a bicycle route</p> <p>Bicyclist can negotiate speed hump with little delay or discomfort; it is also possible for a bicyclist to bypass a speed hump by passing through the gap between the hump and the curb and gutter</p> <p>Refer to Module 6 for additional discussion</p>
Motorist Safety and Mobility	<p>Speed effects of a single or series of speed humps are greater than for any other traffic calming measure with the exception of route diversions that eliminate a particular traffic movement</p> <p>Produces sufficient discomfort to a motorist driving above the speed hump design speed to discourage speeding</p>
Emergency Vehicle Safety and Mobility	<p>Typical delay for a fire truck is in the 3 to 5 second range; for an ambulance with a patient, delay can be as much as 10 seconds</p> <p>Refer to Module 5 for additional discussion</p>
Large Vehicle Safety and Mobility	<p>Typical delay for a large commercial vehicle is in the 3 to 7 second range</p> <p>Refer to Module 5 for additional discussion</p>
Accessibility of Adjacent Property	<p>Does not typically require removal of any on-street parking or affect accessibility of adjacent property (see Figure 3.10.6)</p>
Environment	<p>Potential for increased noise due to vehicle braking and accelerating and to the vibration of loose items in truck beds or trailers</p>
Design Issues	<p>Placement factors include vertical and horizontal alignment of the street, proximity to the nearest intersection, location of driveways and on-street parking, presence or absence of street lighting, location of designated pedestrian crossings, drainage, and utility access points (drains, valves, etc.)</p> <p>Should not require relocation of above- and below-ground utilities</p> <p>May not be appropriate on a roadway where drainage gutter or flow of water is in the center of the roadway; drainage and hydraulic impacts need careful evaluation</p>



Figure 3.10.5. Series of Speed Humps
(Source: City of Stockton, California)



Figure 3.10.6 Adjacent to Speed Hump
(Source: Lewis Grimm)

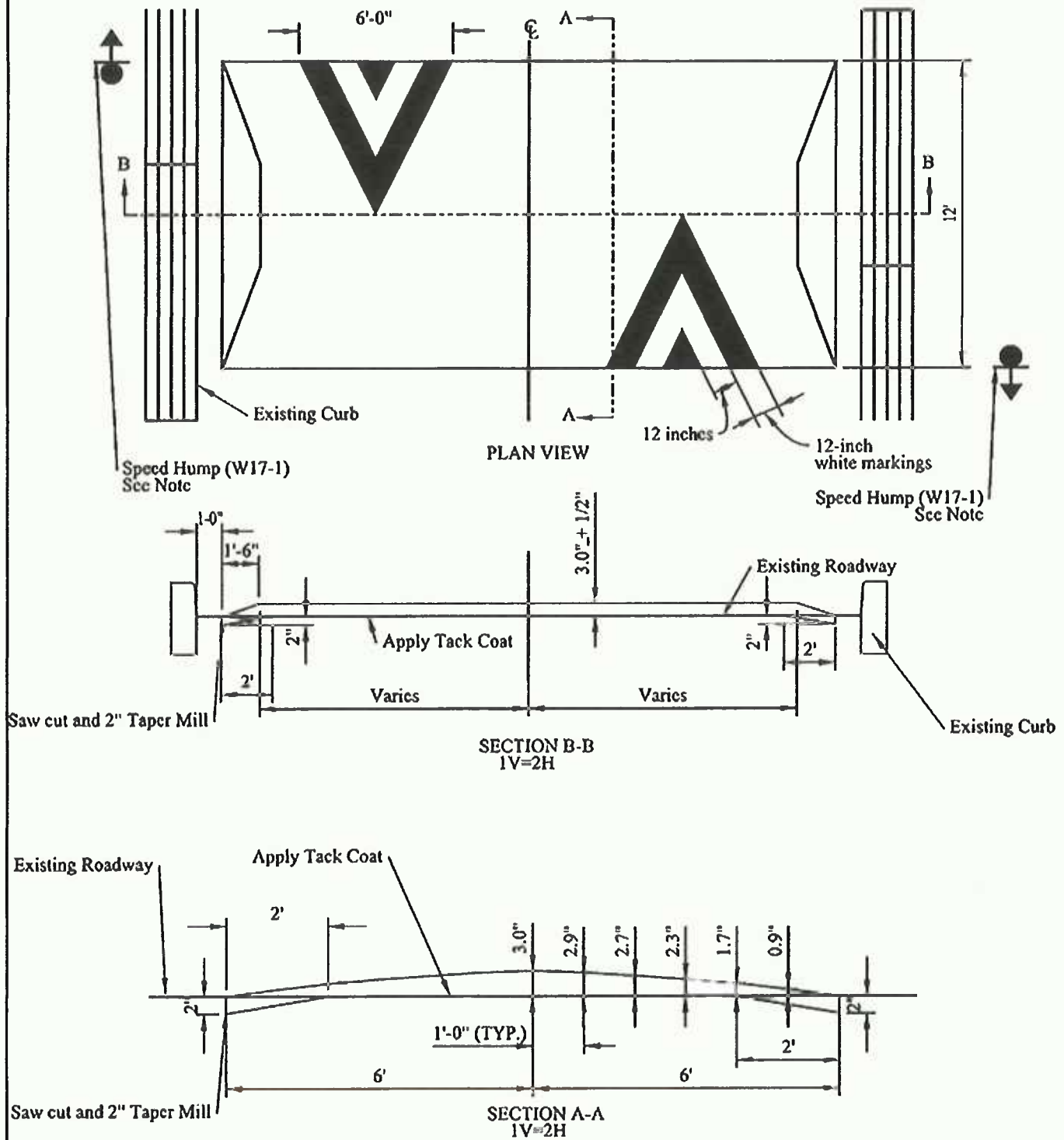
ADDITIONAL DESIGN CONSIDERATIONS

ITE provides specific design and application guidance for speed humps; refer to *Guidelines for the Design and Application of Speed Humps*.

ITE guidelines specify a speed hump that is 12 feet long (in the direction of travel) and 3 inches in height.

A sample design for a speed hump is presented in Figure 3.10.7.

DELAWARE DEPARTMENT OF TRANSPORTATION
TYPICAL SPEED HUMP



NOTE:
1. ALL SIGNING AND STRIPING SHALL CONFORM TO THE LATEST EDITION OF THE DE MUTCD.

Figure 3.10.7. Sample Design for Speed Hump
(Source: Delaware Department of Transportation)




HILL

MILL RACE

EFFINGER



In addition to concerns about safety in the area of the Hill Street underpass, the Hill Street Condo Association members are requesting that crosswalk lines be painted in at 3 or 4 locations

-  - across Manchester at Effinger
-  - across Manchester at Mill Race
-  - across Mill Race at Hill
-  - perhaps across Hill at Arboretum parking area